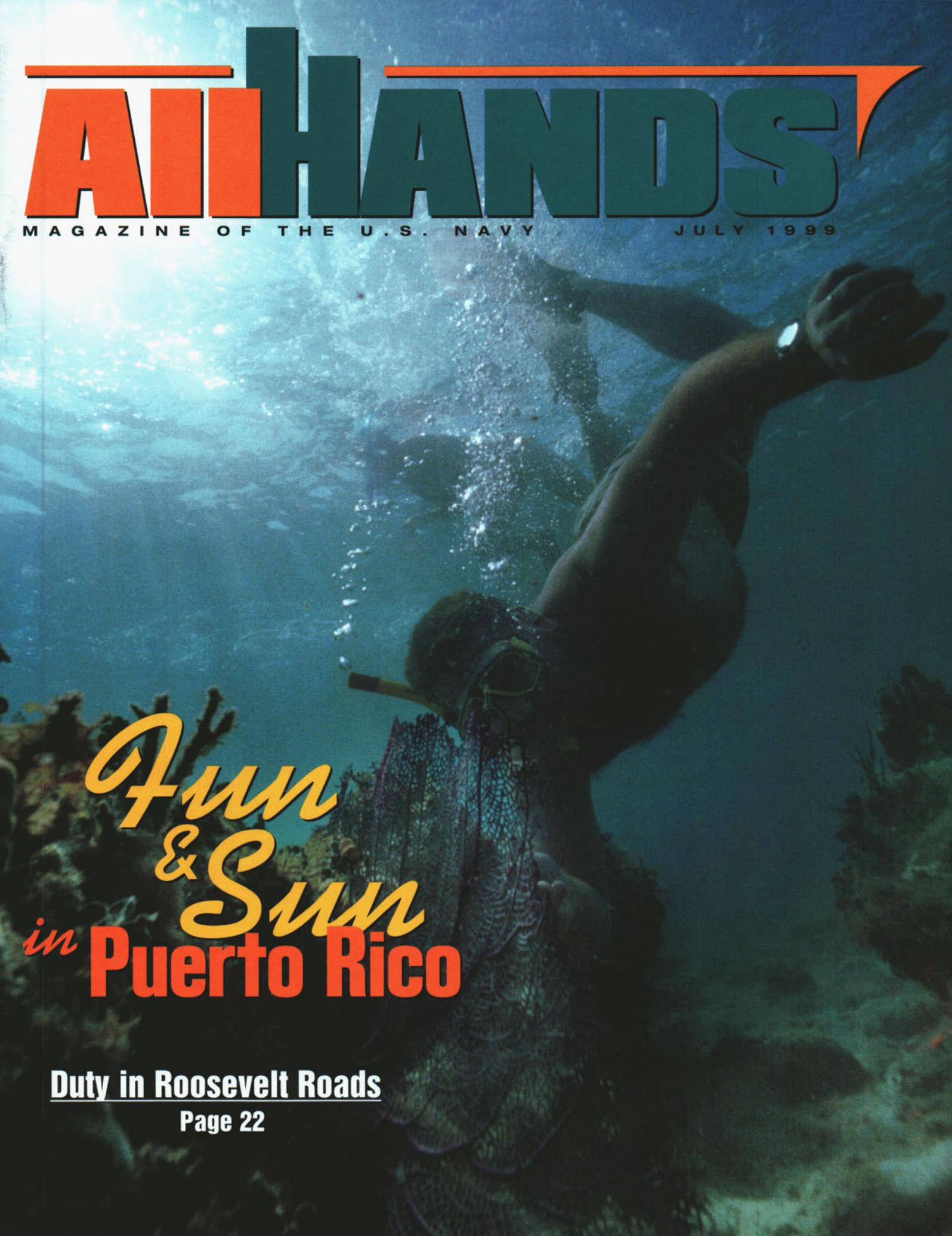


ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 1999

A diver is shown underwater, holding a large, fringed net. The diver is wearing a watch on their left wrist and has a snorkel in their mouth. The background is a deep blue ocean with some coral visible at the bottom.

*Fun
& Sun*
in **Puerto Rico**

Duty in Roosevelt Roads

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July

Number 987

Features

12 Instruments of Precision

Meet the members of the U.S. Navy's Ceremonial Honor Guard. Established in 1931, the Guard's primary mission is to represent the Navy in presidential, joint armed forces and public ceremonies.

18 IWRK4GD

Chaplain (LT) M. Malak Abd Al Muta'ali Ibn Noel Jr., known to the Sailors of Naval Station Norfolk simply as "Chaps," is the first – and only – Muslim chaplain in the Navy.

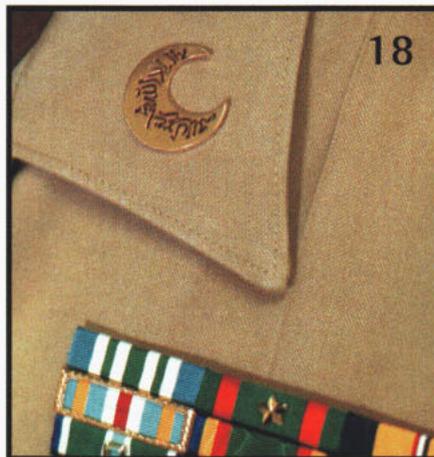


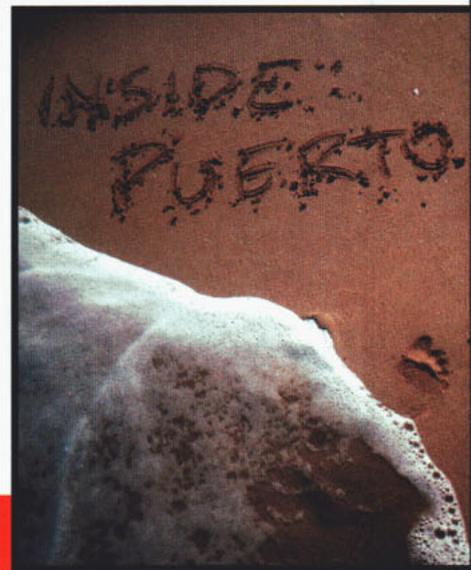
Photo by PH3 Lena Gonzalez

22 Puerto Rico

Welcome to this island paradise where the sun is always shining and the water is always warm.

28 The Good Life

Sure, no one needs a \$50,000 yacht or beachfront property on a Caribbean island. But it would be nice. Just ask AT2 Ron Ward. He's living a dream.



Secretary of the Navy
The Honorable Richard Danzig

Chief of Naval Operations
ADM Jay L. Johnson

Chief of Information
RADM Thomas Jurkowsky

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All Hands (USPS 372-970; ISSN 0002-5577) (Number 987) is published by the Naval Media Center, Publishing Division, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819 and additional mailing offices.

Subscriptions: For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; (202) 512-1800.

Postmaster: Send address changes to *All Hands*, Naval Media Center, Publishing Division, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819

Editorial Offices: Send submissions and correspondence to Naval Media Center, Publishing Division, ATTN: Editor, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819
Tel: (202) 433-4171 or DSN 288-4171
Fax: (202) 433-4747 or DSN 288-4747

E-mail: allhands@mediacen.navy.mil
Message: NAVMEDIACEN WASHINGTON DC //32//

Authorization: The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.



32 The Teller of Tales

Boatswain's Mate 1st Class Sheldon Ezell knows about loss. He sees it everyday in the eyes of those he ferries out to the *Arizona* Memorial – Americans still saddened by the events of Dec. 7, 1941.



Photo by JO1 Robert Benson

36 The Size of the Fight

On the morning of Sept. 30, 1918, in the waning days of World War I, a small Navy cargo ship clashed with a German U-boat in the middle of the North Atlantic. It wasn't a grand battle, but the Herculean efforts of the American crew to defend their ship remains one of our Navy's most enduring episodes of bravery under fire.



Photo by JO1 Robert Benson

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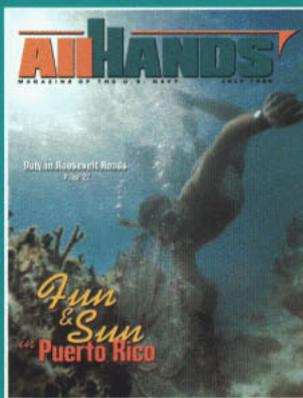
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Check us out Online at:

www.chinfo.navy.mil/navpalib/allhands/ah-top.html



On the Cover

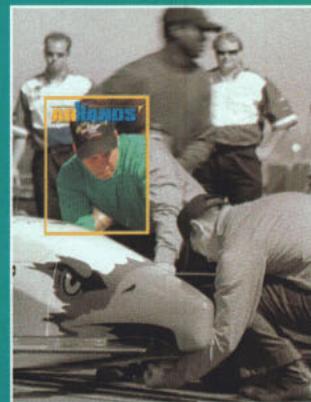
MMC(SW) Don Brown, LCPO of Naval Station Roosevelt Roads' MWR Department, snorkels off "Green Beach" near the island of Vieques in Puerto Rico.

Photo by JO1 Robert Benson

On the Back Cover

Sailors on board USS *Constellation* (CV 64) prep an Indy car for launch. ABC News used the car and the carrier for a promotional spot aired during the Indy 500.

Photo by PH2 Aaron Ansarov



High **Octane**



AN Mario Georges refuels an Indy car on board USS *Constellation* (CV 64) in San Diego. ABC News used the car and the carrier for the filming of a commercial which aired during the Indy 500.

Photo by PH2 Aaron Ansarov



Eye **Contact**





SM3 Gilbert Kreutzfeld updates the status board for USS *Kitty Hawk* (CV 63) during an underway replenishment in the Arabian Gulf.

Photo by PH1 Spike Call

Letters

Shore Sentiments

A couple of Sailors and I out here at NSGA Rota, Spain, have been looking at *All Hands* magazine lately and noticed the amount of publicity concentrated on the part of the fleet that is at sea, or involved with air wings or squadrons. Some of us deploy for short amounts of time, but we are all shore Sailors first. We would like to see more articles and pictures of the rest of the fleet, if this is possible.

We would also like to commend you on your magazine, because the articles you do put out are great. They are written well and the format is excellent. Continue the good work!

CTM2 McKenzie Lyn Wagner
NSGA Rota, Spain

Diving Down

I am a Supply Corps officer who is extremely proud to have served on a U.S. Navy submarine. When I saw the cover of the April 1999 issue of *All Hands* I was excited about being able to read about my "former life."

While I was attached to USS *Nevada* (SSBN 733) I stood watch as the Diving

Officer of the Watch (DOOW). The DOOW is one of the key players in the dive, he even controls the ship's speed until the ordered depth is reached. You completely omitted the DOOW from the entire picture. The all-important position of DOOW was never mentioned in your magazine. The OOD never gives depth orders straight to the helmsman/planesman.

As I said, I am proud to be a submarine-qualified Supply Officer. Now if publications such as *All Hands* would start recognizing our contribution to the submarine world, it would be a good start.

LCDR Jeffrey M. Post
CNRF

Chevy – Like a Rock

I am responding to the article in the latest *All Hands* about MMC(SS) "Chevy" Brown. I was very happy to see [an article about] one of my senior enlisted members who takes time with his personnel.

He has a very excellent relationship with all personnel. The article pointed out a high-ranking enlisted person who shares the good and the bad times with his personnel.

It probably began with home training. My commanding officer is very people-oriented.

I just wanted to say thank you for the article. To *All Hands* – keep doing excellent work; and to Master Chief Brown – never change for any one.

YN3 Mike Vaughn
VQ-5, NAS North Island

Missouri Mix-Up

In the May 1999 issue of *All Hands* magazine on Page 11 is an article on NAVSTA Rodman's closure. The caption next to the picture of USS *Missouri* (BB 63) reads, "USS *Missouri* (BB 63) transits the Gatun Locks of the Panama Canal, Nov. 18, 1944, on the final leg of an around-the-world shakedown cruise."

Missouri did two around-the-world shake down cruises; the first in 1944, the second in 1985. I was onboard in 1985, which is when that picture was taken. Just think of the damage we could have caused to the Imperial Japanese Fleet, if *Missouri* was equipped with CIWS, *Harpoons* and *Tomahawks* in 1944, as your caption suggests.

Easy mistake. Over all, great magazine!!!!

MMC(SW) Butler
USS *Missouri* crew
member '84 to '91

Corrections

Mistaken Identity

In the April 1999 issue of *All Hands*, you incorrectly identified two of my shipmates. On Page 35 of that issue, DC2(SW) Betty Jacob was incorrectly identified as PO2 Nonah Hadnot. MM3 Thuy Vu was identified as PO3 Thuy Bu.

JO2 Stacey Moore
USS *McKee* (AS 41)

Two Tenders

Did you guys forget the tender that just went over to relieve the AS 33 [in April '99 Issue]? After September the only deployed (active) submarine tenders will be the USS *Emory S. Land* (AS 39) at La Maddalena, and the USS *Frank Cable* (AS 40) at Guam.

Douglas R. Delgado
E-75 SEAWOLF LTD

A Group By Any Other Name

Your caption on Page 1 of the May 1999 issue incorrectly identified the command of the Sailors on the back cover. YN1(AW) Weaver and QM1(SW) Hager are from Carrier Group 1, not "Cruiser Destroyer Group 1" as printed. Thanks for the great pictures. Our staff loves them.

LCDR Peet
Flag Secretary
Commander, Carrier
Group 1

Tell us something we don't know.

Send your comments to:

All Hands, Naval Media Center

(ATTN: Editor)

2713 Mitscher Rd., S.W.

Washington, D.C. 20373-5819

or e-mail: allhands@mediacen.navy.mil

Countdown to the Millennium



DAYS

184

HOURS

16

MINUTES

29

SECONDS

59

Y2K and You A Look at Utilities

Q. Some reports predict widespread power outages at the beginning of the year 2000. Is this true?

A. These predictions are not based on facts or rational analyses of information from the industry. Sporadic spot outages in some areas is a far more likely scenario. Prepare for this possibility as you would for an outage caused by a winter storm. Have a flashlight with fresh batteries available and plenty of warm clothing if you live in a cold area. Most experts predict only short-term power outages.

Q. Will there be safe drinking water at the tap on Jan. 1, 2000, and each day thereafter?

A. The answer is yes, especially in the United States. Water purification systems receive high priority as utilities work toward compliance. A water utility's Y2K-compliance program must be designed to ensure safe drinking water is provided to customers. This important consideration plays heavily into the decision-making process as utilities prioritize systems for Y2K remediation.

Q. Will there be gasoline shortages because of Y2K?

A. An industry survey by the American Petroleum Institute indicates that oil companies should be well-prepared to continue refinery operations after Jan. 1, 2000. Seventy-six percent of companies surveyed reported they will have their embedded systems Y2K ready by June 1999. Seventy-three percent reported they will have contingency plans in place by June

This month we took a look at some of the things we know Sailors and their families are real concerned about: utilities. Things like water, gas and electricity are fundamental to daily life, so much so that we often take them for granted. But with the Year 2000 approaching, utilities have become a hot topic. How will Y2K affect them? Well, read on and find out.

1999. Contingency plans address things like identifying alternate electrical power sources and transportation vendors ahead of time. Year-end gasoline lines and shortages at the pump could result from large numbers of people all attempting to fill up their vehicles just before the new millennium arrives. Many oil companies intend to increase reserves to address this possibility. Most major oil companies have posted Year 2000 readiness disclosures to their websites.

Q. Will there be Y2K-related problems with natural gas supply?

A. An industry survey of municipal natural gas distributors shows 55 percent of those surveyed report they have no electronic systems whose failure would affect their distribution operations. Of the 45 percent who report potential Y2K impacts, all but 6 percent expect to be Y2K compliant by June 1999.

Do you have a Y2K question you would like us to answer? Go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

**All Hands, Naval Media Center
(ATTN: Y2K and You),
2713 Mitscher Rd., S.W.
Washington, D.C. 20373-5819.**

**Or you can send us an e-mail at
allhands@mediacen.navy.mil. Be sure to include
your name, rate and duty station and don't forget to
put the words "Y2K and You" in the subject line.**

Around the Fleet

DFAS Resolves Social Security Withholding Issue

The Defense Finance and Accounting Service Center (DFAS), Cleveland, Ohio, was recently notified that in 1994, Social Security withholding tape was not processed for active-duty Navy members whose Social Security Numbers (SSNs) fall within 001-36-6000 through 194-62-4343. DFAS promptly reproduced the tape and provided it to the Social Security Administration (SSA). The SSA is now correcting Navy member records that did not receive credit for the 1994 withholding period. Members whose SSNs do not fall within this numeric series were not affected.

Service members should allow sufficient time for the SSA to process and properly credit all accounts missing the 1994 data. If you have questions about a specific account, please contact your local SSA office.

Story by DFAS public affairs.

Dietary Disaster

The Food and Drug Administration (FDA) recently announced a warning against the use of "dietary supplements" containing gamma butyrolactone (GBL) for bodybuilding-enhancement or as sleep aids. These products are illegally-marketed, unapproved new drugs, according to the FDA, which has asked companies manufacturing these products to voluntarily recall them.

GBL-related products have been connected to at least 55 adverse health effects, including one death. In 19 cases, the consumer became unconscious or comatose and several required assistance in breathing. There have been other reports of seizures, vomiting, slow breathing and slow heart rates.

Another popular underground drug, gamma hydroxybutyrate (GHB), also known as "liquid ecstasy" or "Georgia Home Boy," has been taking over the recreational drug market. Its popularity is alarming. In 1991, the FDA realized the potential adverse effects from the drug and its legal use was restricted to

medical research. GHB is illegal to possess or sell.

However, your body can produce GHB when you orally ingest a product containing GBL. Therefore, when Navy personnel provide periodic urine samples, they may "pop positive" for an illegal substance as these drugs metabolize in their systems.

Some of the products that contain GBL are marketed under the brand names Renewtrient, Revivarant or Revivarant G, Blue Nitro or Blue Nitro Vitality, GH Revitalizer, Gamma G, and Remforce. They claim to build

muscle, improve physical performance, reduce stress and induce sleep.

The FDA said it's considering criminal actions if the GBL products are not recalled. Consumers and physicians may report adverse effects from use of GBL-containing products to the FDA's Medwatch at 1-800-332-1088.

Don't be fooled by marketing ploys and gimmicks. Both of these drugs are dangerous and should be avoided.

Story by CAPT Don Mason, Naval Hospital Pensacola, Fla.

On assignment

Acting like the typical tourist

"Old San Juan was such a beautiful place to visit," said JO2 Joseph Gunder III, who traveled with JO1 Robert Benson to cover happenings in Puerto Rico. "It's kind of a unique blend of the Caribbean, Latin American and U.S. cultures. Our last day there was the best. We spent a whole Sunday morning just exploring the city and looking for cool shots. Even outside of the capital, there was so much to see and do. My favorite place to go, oddly enough, was any place that had Chinese food."

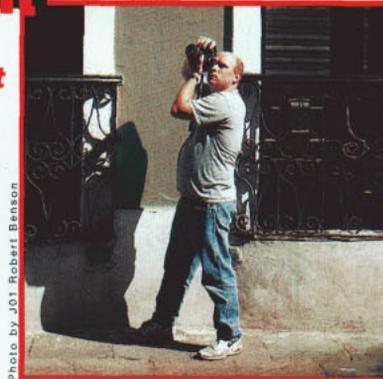


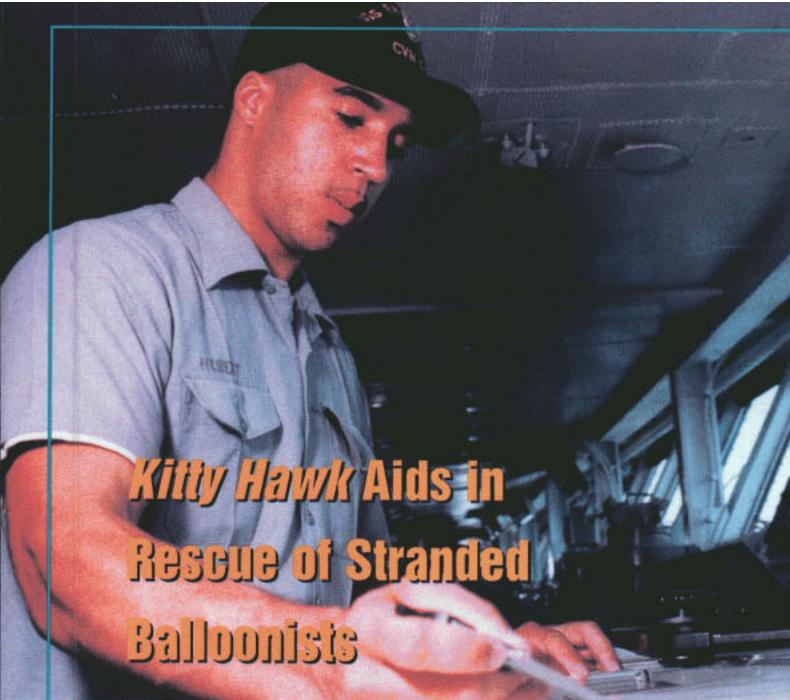
Photo by JO1 Robert Benson

Ricky's Tour

By JO3 Mike C. Jones



mikejones43@hotmail.com



Kitty Hawk Aids in Rescue of Stranded Balloonists

While conducting routine operations off the coast of Japan recently, USS *Kitty Hawk* (CV 63) and USS *Chancellorsville* (CG 62), picked up a distress signal from two British balloonists attempting an around-the-world voyage. Unable to raise the endangered balloon by radio, *Kitty Hawk* initiated efforts with U.S. military and Japanese Self-Defense Force rescue crews to locate and rescue the balloon's crew.

The contact was first discovered by OS3 Michael Winstead, a tracking supervisor in the carrier's Combat Direction Center. At first he thought it must have been an error. "It popped up in the middle of the morning, and at that time we didn't have anything going on. So, the first thing I did was try and validate the emergency."

To do that, the Walshville, Ill. native, deleted the blip from his screen and waited to see if it would show up again; moments later it did. "Just after it popped up again, *Chancellorsville* called up on the radio and asked if I was getting the same thing." Winstead reported the contact to his supervisor and kept monitoring the blip. *Kitty Hawk's* Tactical Action Officer, LT Dave Bolduc, of Hinsdale, Mass., was also monitoring the developing situation. "The first thing we did was try and figure out where it was. Then we notified the Bridge in case we had to change course and render assistance."

Winstead determined its approximate location. "It was about 100 nautical miles from us and about 50 miles from Japan and it was underneath an active commercial air corridor," he said.

"My first thought was that it was a mid-air collision, but then we were able to get a reading from IFF (identification - friend or foe) which gave us an altitude of 11,000 feet. At that point we knew it wasn't a mid-air, and because of how slowly it was moving, we figured it had to be a balloon," said Bulduc.

While *Chancellorsville* attempted to make radio contact with the balloonists, AT1 Wayne Brown, assigned to *Kitty Hawk's* Carrier Air Traffic Control Center, was able to phone Yokota Air Force Base and inform them of the situation. "I gave them the latitude and longitude of the distress beacon, and they were able to relay it to Japanese search and rescue." *Kitty Hawk* and *Chancellorsville* were able to track the balloon for almost an hour while Japanese Self-Defense Force rescue crews picked up the stranded balloonists.

Story by JO2 Phil Beaufort, USS *Kitty Hawk* (CV 63) public affairs.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

Q: Why was the Enlisted Education Advancement Program (EEAP) cancelled?

A: Although EEAP was a great program, it was very costly and only benefited a handful of Sailors. At the time the Navy decided to do away with the program, I was the Force Master Chief for the Chief of Naval Education and Training, and I was instrumental in making that decision. I truly believe that by doing away with the program and using those dollars in other educational programs, such as PACE and tuition assistance, it will benefit more Sailors. In light of the degree completion program initiative currently under development, this was clearly the right thing to do.

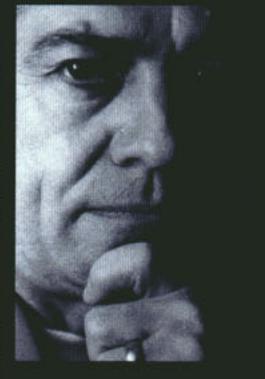
Q: Currently, certain overseas locations count toward sea duty, while others do not. It seems that the location of the command and not its mission, plays a larger role in deciding if the Sailors assigned to that unit get credit for sea duty. Is this being looked at?

A: I am not sure if it is, but it needs to be. Our mission overseas is important and a tour may come in many forms, as shore duty or sea duty; on a forward-deployed ship or squadron. It is expected that most Sailors will do at least one overseas tour during their career, and I encourage all Sailors who have not done an overseas tour to consider it the next time they approach their projected rotation date. It is one of the experiences I regrettably missed out on in my career.

Q: NAVADMIN 12/99 placed a moratorium on separations due to Physical Readiness Test failures. Where are we heading?

A: First, I want to stress to all Sailors that the moratorium does not mean there is a moratorium on physical fitness. We are heading toward a fitness/health-based, instead of health-based alone, physical readiness program. This one-year moratorium allows Navy leadership to shape these new standards. At this time, I do not know exactly what these changes will be, but physical fitness will continue to be important in the Navy.

Photo by JO1 Robert Benson



Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

Around the Fleet



Photo by Marine Corps Staff Sgt. Eric C. Tausch

USS *Dubuque* (LPD 8) delivers Marines of the 31st Marine Expeditionary Unit to the shores of Kuwait.

Dubuque Wins Again

Seventh Fleet recently awarded USS *Dubuque* (LPD 8) its third consecutive award for amphibious warfare excellence.

Last year, *Dubuque* participated in several large-scale, joint and multi-national

amphibious exercises. These exercises included *Valiant Usher* in Australia, *Cobra Gold* in Thailand, Blue-Green work-ups and special operations-capable exercises in Okinawa, and *Tandem Thrust* in South Korea. During these exercises *Dubuque* acted as the primary control

ship overseeing the safe and organized movement of personnel and equipment to and from shore.

Dubuque was also heavily involved in two real world operations. In May 1998, the ship prepared to assist in the possible evacuation of American citizens from Indonesia. And, in November 1998, *Dubuque*, along with USS *Germantown* (LSD 42) and USS *Belleau Wood* (LHA 3), was tasked to proceed to the Arabian Gulf to counter Iraqi threats. While in the Gulf, the three ships were directly involved with defending Kuwait during Operation *Desert Fox*.

Story by USS *Dubuque* (LPD 8) public affairs.

"Gunslinger" Selected as Attack Aviator of the Year

LCDR Greg "Fence" Fenton of the Fighter Attack Squadron (VFA) 105 "Gunslingers" was recently selected as the LCDR Michael G. Hoff Attack Aviator of the Year by Commander, Naval Air Forces, U.S. Atlantic Fleet. The award, established in 1987 in honor of Hoff, is presented annually to the top tactical aviator or Naval Flight Officer for exceptional proficiency, professionalism and contributions to the carrier-based attack mission of the U.S. Navy.

Fenton accumulated more than 2,200 total flight hours – 1,800 of them in the F/A-18 *Hornet* – in the past year and earned every pilot qualification available to him. He also made significant contributions to standoff weapons employment and tactics development.

The Gunslingers also recognized LT Dave Lisi and CWO2 Jamy Weaver, who were selected as the Ground Officer of the Year and Ground Maintenance Officer of the Year for respectively Commander, Strike Fighter Wing, Atlantic.

New Options for "SS" Quals

Pearl Harbor submariners now have a new training option with regard to "SS" (Submarine) qualifications. A computer lab has been constructed for the use of Submarine On Board Training (SOBT) Interactive Courseware (ICW). The SOBT lab provides submariners an off-ship option for working on SS qualifica-

SHIPMATES



Aviation Storekeeper 1st Class (AW) Kirkland Kirk was selected as Naval Air Station Fallon, Nev., Sailor of the Year for 1998. The Galveston, Texas, native was recognized for his work as material control leading petty officer for the Aviation Intermediate Maintenance Department. He reduced broad arrow requirements by 72 percent, resulting in a 15 percent production improvement and reducing turn-around time by 25 percent.



Air Traffic Controller Airman Fernando Marquez was selected USS *Enterprise* (CVN 65) Blue Jacket of the Year for 1998. The El Paso, Texas, native was singled out for work as an assistant in the ship's Air Traffic Control Office. Marquez reliably tracked and supported the safe movement of 6,511 passengers, 490,149 pounds of cargo and 214,484 pounds of mail in the past year.



Utilitiesman First Class Robert F. White was selected as Naval Construction Battalion Unit (CBU) 410 SeaBee of the Year for 1998 for his work as the S-3 Quality Control Inspector. White maintained the unit's principal construction management tool, the Level One, and supervised the completion of 22 projects totaling 1,352 work days with work in place valued at \$125,000.



Journalist 2nd Class Kaye Trammell was selected as Fleet Surveillance Support Command, Chesapeake, Va., 1998 Senior Sailor of the Year and 1998 Naval Space Command Junior Shore Sailor of the Year. The Junction City, Kan. native single-handedly developed a public affairs program at her command.

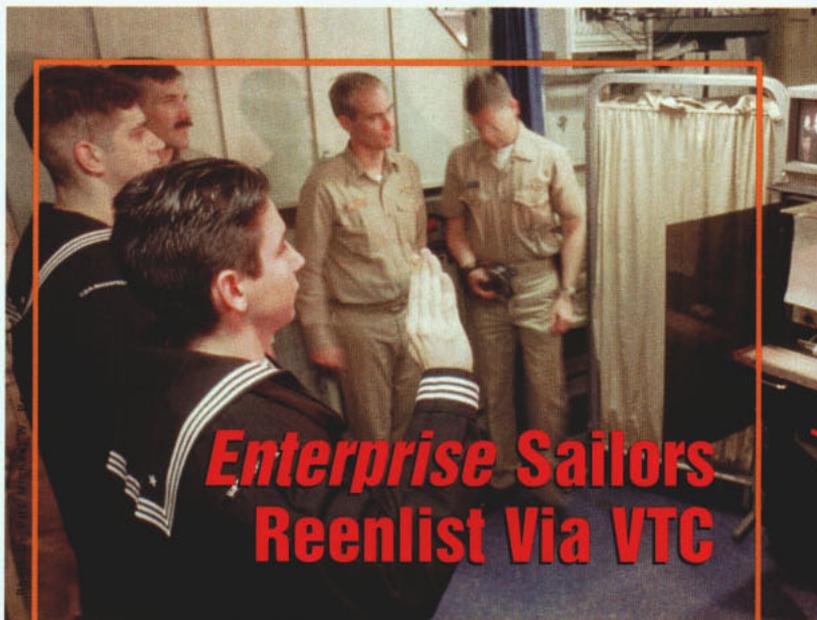
tion. Recently, several ICW modules were made a mandatory part of the Enlisted Submarine Qualification Instruction for 688-class SSNs and 726-class SSBNs.

The benefit of using ICW is an increase in efficiency, time spent giving qualification checkouts is drastically reduced and students get a thorough, effective presentation and examination. ICW was tested onboard USS *Columbia* (SSN 771) for one year prior to its mandatory use in the SS qualification process. The commanding officer noted an increased level of knowledge on qualification boards and CO

qualification interviews, as well as a marked improvement in the amount of time it took junior personnel to qualify submarines.

Of course, human interaction cannot be removed from any qualification process. After a Sailor completes all of the ICWs of a particular section, he is required to complete an onboard walkthrough of the associated systems with a qualified crew member to ensure he possesses adequate technical and practical knowledge.

Story by COMSUBPAC Public Affairs.



HM3 (SW) Eric Winkler and HM3 John Banjoff reenlist via VTC on board USS *Enterprise* (CVN 65).

TIME CAPSULE

This month we take a look back at the July 1971 issue of *All Hands*.

Seeing the World: According to Sailors, "There's no substitute for the real thing. Geography books, an atlas, TV and movies just don't get across the same feeling as seeing and doing it for yourself. Speaking French in a Cleveland classroom can't be compared with ordering a meal in a Paris café or at a restaurant in Port au Prince." In the Navy, the world is yours. Cost-free travel around the globe is one of the dividends enjoyed by first-termers and career Sailors alike.

Surf's Up! When the Navy hosted the first National Explorer Surfing Conference at Barbers Point Naval Air Station, Hawaii, in 1971, the uniforms were bikinis, the equipment surfboards. More than 150 youngsters, aged 14 to 20, competed in the Easter Holiday event. Some of Hawaii's best surfers participated as workshop instructors, judges, guest lecturers and clinic assistants.

Fine Tuning: They wear traditional military uniforms, but their weapons are musical instruments and their message is one of happiness and goodwill. A typical day for the U.S. 7th Fleet Band is anything but typical.

Can you Spare the Time: Most people have hobbies to fill in their spare time. The same is true for Sailors. Sailors have a better opportunity than many to pursue a fun occupation at minimal expense. Almost every base has a hobby shop where Sailors can do anything from making models to building yachts.



Two things represent the future of the Navy: retention and technology.

The two were combined recently on board USS *Enterprise* (CVN 65) as two Sailors in the ship's Medical Department enlisted for second terms with the help of video-teleconferencing, or VTC.

Hospital Corpsman 3rd Class (SW) Eric W. Winkler, an aviation medicine technician from Wallingford, Conn., and HM3 John W. Banjoff, a general duty corpsman from Grafton, Ohio, bridged eight time zones to reenlist with their former Senior Medical Officer, CAPT (Dr.) Charles O. Barker, now Deputy Director of Aerospace Medicine at the National Naval Medical Center in Bethesda, Md.

"I thought it would be really interesting if CAPT Barker reenlisted us," Winkler said. Banjoff decided he would also like to reenlist when he heard Winkler's idea. Winkler reenlisted for four years, and Banjoff reenlisted for three.

VTC technology is used for many operational purposes on *Enterprise*. Current Senior Medical Officer LCDR Edmond F. Feeks said

it enables medical professionals on board to access services and information that would not otherwise be available. In many cases, it enables proper diagnosis and immediate treatment on board ship. "It has saved the Navy a lot of money and given us the ability to arrive at different diagnoses," he said. "There's no substitute for a good doctor, but this multiplies his or her capabilities."

VTC is one part of the new telemedicine capabilities on the forward-deployed aircraft carrier. 'Big E' medical also has "store and forward" capability to send, for example, e-mail communications and digitized photographs of patient x-rays or microscope slides to be analyzed by specialists on shore.

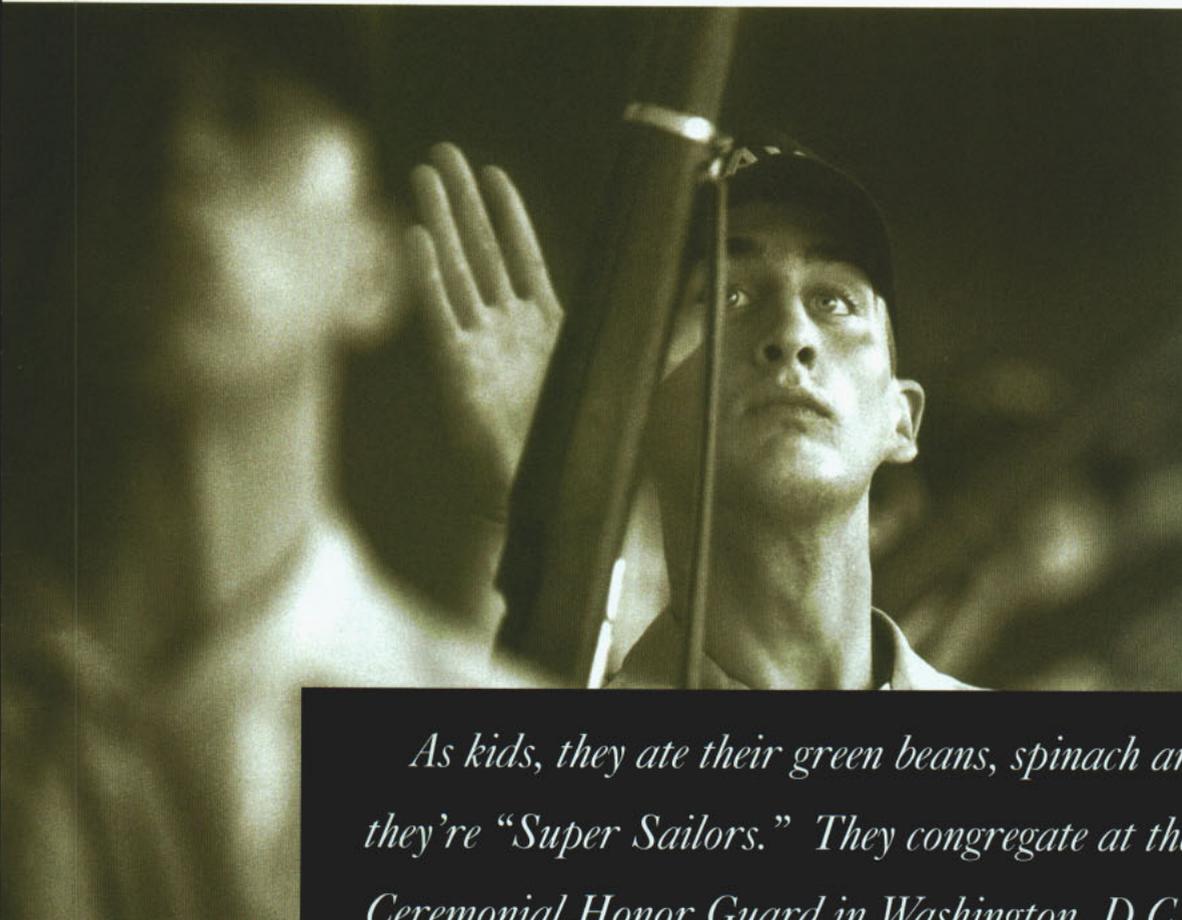
While Sailors have found innovative ways to make their reenlistments special for years, the VTC ceremony represents cutting-edge medical technology on the cutting edge of Navy operations.

Story by JO1(SW) Jonathan Annis, USS Enterprise (CVN 65) public affairs.

Photos by J01 Robert Benson

INSTRUMENTS OF PRECISION





Platoon B drill team member SN Joshua Reichard prepares to intercept his rifle spinning overhead. From marching at a cadence of exactly 110 steps per minute to throwing a piece in the air 1 1/2 revolutions, all military movements in the Ceremonial Guard are refined and practiced until they become a single, uniform motion.

As kids, they ate their green beans, spinach and beets. Now they're "Super Sailors." They congregate at the U.S. Navy's Ceremonial Honor Guard in Washington, D.C. Look around and you'll see perfect specimens: all men are 6 foot or taller; the women 5 feet 10 inches plus. To be a member of the elite group, each person on the hand-picked team must have "superior nature, posture, good moral character, outstanding personal appearance, good facial complexion, a high level of fitness and outstanding intelligence."

Ability to levitate or walk on water is optional.

Step inside the halls of the Ceremonial Guard now. Prepare to feel less than perfect.

Sailors master the precise art of spinning, throwing and recovering a "piece" in midair through hours of grueling practice. And, while most guardsmen transfer from the guard unscathed, wielding a standard M-1 rifle with a bayonet attached adds an element of danger to the job description. That's why only the most agile and physically dexterous Sailors are selected from boot camp to serve a two-year tour in the Guard.



Like a minor league ball player trying out for the big leagues, SN Juan C. Bernalvega auditions for a coveted position on the Navy Ceremonial Drill Team. Performing in front of world leaders and curious spectators alike, members of this elite unit execute their close-order drill routine with detailed precision and pinpoint accuracy.





Top: Senior drill team member AN Christopher Pacheco prepares to pass through a tunnel of two dozen flying bayoneted M-1 rifles. It takes weeks before such complicated maneuvers are fine-tuned enough to be performed in public.

Left: Inside Ceremonial Hall on Naval Station Anacostia, Navy Ceremonial Guardsmen stand up to two long, motionless hours of "stamina training." Standing at attention for long intervals is ingrained in these young men and women from the moment they report aboard.

Right: You won't find these items at your nearest uniform shop. White, cotton leggings; shiny, black patent-leather shoes with brass fastened to the heel, and countless other uniform articles are designed and manufactured specifically for Sailors serving in a ceremonial unit.



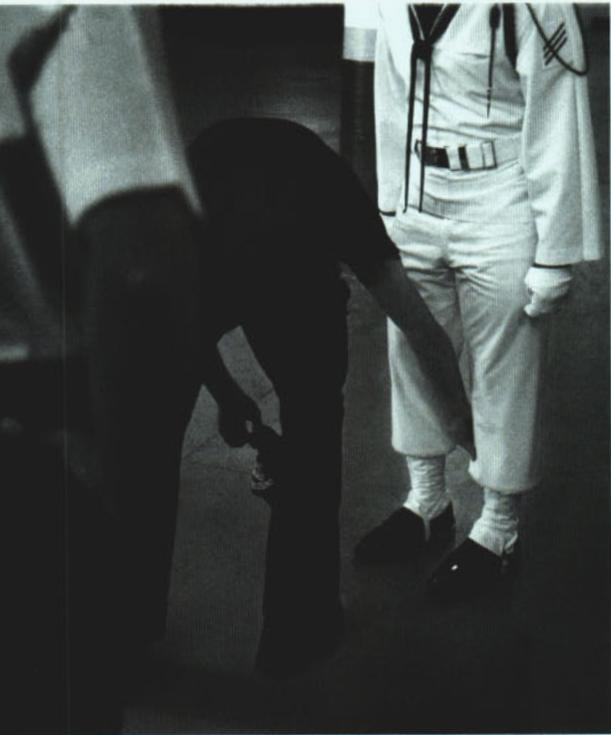


Right: If you think your boot camp company commander harped on you about attention to detail, imagine what a two-year stint in the Ceremonial Guard must be like. Before every public performance members are scanned head-to-toe by their petty officer in charge. Even the most minute uniform infraction is grounds for failing an inspection.

Left: The 1-MC announcement "Sweepers, sweepers, man your brooms ..." is as commonplace to shipboard Sailors as sipping "bug juice" and setting "Condition Yoke." Other than the fact that their command doesn't float, sweepers is no different for Ceremonial Guard Sailors. Each month a different division is responsible for cleanup duty, with white-glove inspections held every Friday.

Ceremonial Guard member SN David Edwards saturates his dungaree shirt with starch in preparation for an upcoming inspection. Because these young men and women represent the Navy in so many public performances, a flawless, squared-away appearance is paramount.





Members of the drill team have been known to escort the Commander-in-Chief, or perform for presidents and royalty worldwide. Established in 1931, the Guard's primary mission is to represent the Navy in presidential, joint armed forces and public ceremonies in the nation's capital under the scrutiny of the highest ranking officials of the United States and foreign nations.

SN Rhonda Jones checks out her reflection in a brass fixture before mustering with her division for the daily uniform inspection. Jones is one of 30 women assigned to the 200-member Ceremonial Guard unit.



"Always remember, there is no such thing as individual greatness or achievement, for even though we may stand alone, we remain a sum (total) of all that Allah has blessed us to see, experience or encounter."



Chaplain (LT) M. Malak Abd Al Muta'ali Ibn Noel, Jr., known to the Sailors of Naval Station Norfolk simply as "Chaps", is the first - and only - Muslim chaplain in the Navy.



Story by J01 Jason Thompson

Photos by PH3 Lena Gonzalez

W

ith eyes dancing and a playful, boyish grin stretching across his 38-year-old face, the Chaplain confidently reaches a hand across the black and red checkered game board. Restraining himself momentarily before executing the game-clinching move, the Salem, N.J., native looks up to assess the mood of his opponent. He notes with relief that the young petty officer sitting across from him isn't the same sulking, timid, unapproachable Sailor who nervously tapped on his door just 10 minutes before. Now the smiling young man appears relaxed and comfortable.



The bulky, silver-plated class ring Chaplain (LT) Noel wears on his right hand was presented to him upon graduating with a joint Master's of Divinity degree in 1996. Noel majored in Islamic Law in a joint degree program offered by University of Chicago's Lutheran School of Theology and the American Islamic College.

"Good," the lieutenant says to himself, "Now that he's loosened up a bit, he'll open up and tell me what's really on his mind."

The officer's attention turns back to the game board.

"But first things first ..."

In a single sweeping motion, he eagerly bounces the shiny, black checker in his hand like a jackrabbit over several of his opponent's pieces.

"King that bad boy!" he blurts out triumphantly, almost leaping out of his chair.

The move deals a crushing blow.

Send in the damage control party. While you're at it, tell the corpsman to bring a stretcher. Another poor soul has just bit the dust.

"Allah teaches us to be gracious and merciful," explains the self-proclaimed "undefeated" checker enthusiast after the game is over and the young Sailor has

been given the spiritual guidance he needed. "But when it comes to checkers, I just can't help myself."

Meet Chaplain (LT) Noel, the Navy's first (and currently only) commissioned Muslim chaplain. Or, if your lungs can muster enough oxygen, you can greet him by the name inscribed on his business card. It reads: LT M. MALAK ABD AL MUTA'ALI IBN NOEL, JR. But, to the Sailors at Naval Station (NAVSTA) Norfolk, Noel is affectionately known simply as "Chaps."

"I guess we call him 'Chaps' for short because, to us, he's not just another officer – he's our friend, our shipmate," explained Hospital Corpsman 2nd Class Art Coffman, an emergency rescue paramedic assigned to Sewells Point Branch Medical Clinic, Norfolk.

A shipmate who is always there. Every weekday afternoon, without fail, the lean, physically fit Chaplain with 19 years of service dons his shades, hops behind the wheel of his new Mitsubishi Diamante, with license plates that read IWRK4GD, and cruises the base in search of Sailors. His mission: to talk to and have a positive effect on as many of his shipmates as possible.

"We all love it when Chaps pops in for a visit," said Yeoman 2nd Class Darrell Thomas, who works at NAVSTA Norfolk's admin office. "He brightens up the place and spends quality time getting to know us."

Put simply, Noel is a people person.

It doesn't matter what kind of person you are, either. Muslim or Christian,

Chaplain (LT) Noel performs Islamic religious services every Friday (Muslim sab-bath) at 1 p.m., in this small room located on the second deck of Naval Station Norfolk's chapel. The Islamic house of worship opened Nov. 27, 1997, as the first and only permanent mosque on any U.S. military base.



Photo by PH3 Lena Gonzalez



Every Tuesday “Chaps” stops by the Sewells Point Branch Medical clinic on NAVSTA Norfolk. He cheers up ailing patients, brightens up the day of corpsmen and doctors working there and even goes out with the paramedics on emergency ambulance calls.

admiral or seaman, black, white or purple – this friendly, charismatic and energetic man of God in an immaculately pressed khaki uniform doesn’t discriminate. He talks to anybody, anytime, anywhere in the fleet.

Just look at the amount of time he’s put in since former Secretary of the Navy John H. Dalton first pinned on his brass Islamic crescent moon insignia in a Pentagon ceremony three years ago. Although Noel figures he’s only left the Norfolk area a half dozen times, those six trips added up to more than nine months away from his family. In fact, by the time this issue of *All Hands* hits the fleet, Noel will be visiting Sailors on ships and shore installations located in and around Southwest Asia.

The world is a lot of territory to cover for one man. Noel’s ministerial reach is

“We all love it when Chaps pops in for a visit. He brightens up the place and spends quality time getting to know us.”

global in nature, because the Navy has Sailors of the Islamic faith assigned to ships and shore installations all over the world. It’s his job to see that their spiritual needs are being met.

“An important part of what I do is serve as an advocate for my Muslim shipmates – wherever they may be stationed,” said the former Legalman 1st Class who in 1994 received a Navy scholarship to get his master’s degree in Islamic Law from the University of Chicago. While in the “Windy City” he earned a joint Master’s of Divinity degree from the Lutheran School of Theology and the American Islamic College.

Noel said both experiences – serving in the fleet and the intense postgraduate work in Islamic law – have come in handy since taking the position as the Navy’s Muslim chaplain.

“I often get questions from commanding officers in the fleet who ask me to clarify and explain certain Islamic traditions and advise them on how their chain of command can better adapt to and accommodate the specific worship needs of their Muslim Sailors,” said Noel.

Addressing the needs of an increasing number of Muslim Sailors is the reason Navy leadership gave the go-ahead for a Muslim chaplain in the first place.

“I think it was a good move,” said Navy Counselor 1st Class (SW) Murillo A. Millin, assigned to NAVSTA Norfolk. “I’m not a Muslim, but over the years I have served with several aboard ship. Now they have someone who represents them and looks out for their best interests.”

Whether he’s living out of a seabag or working out of his tiny office inside

NAVSTA Norfolk’s red brick chapel, Chaps sees his role as the Navy’s Muslim chaplain in very broad terms.

“God is my boss,” said Noel. “Sure, like any lieutenant in the Navy, I hope to someday make lieutenant commander, Allah willing, but that’s not why I’m here. God has blessed me with this job for a reason — to do His will.”

For this mustang, doing God’s will means getting out, meeting Sailors – real Sailors with real problems and concerns – and making a difference in their lives.

“Some of my shipmates come to me with serious problems eating away at them,” he explained. “That’s when I stop all engines, drop anchor and sit with that person and listen to what he or she has to say. I become a friend, a big brother – someone they can confide in.”

And what does Chaps do with Sailors who have a hard time opening up?

“I resort to Plan B,” said Noel, the boyish grin resurfacing on his face. “Checkers.”

So, there is a reason for the checkerboard you see upon stepping into Noel’s office.

“Playing checkers serves a dual purpose,” explained the light-hearted chaplain. “One, it helps people loosen up a bit and two, it allows me to crush yet another opponent and chalk up another win for God’s team!”

Whatever his motive, the formula Chaps uses to reach the hearts and souls of Muslim and non-Muslim shipmates alike is working.

Thompson is a photojournalist assigned to All Hands.

Puerto

The golfer took careful aim with his putter. His concentration unfazed by the occasional deafening roar of something flying overhead. This time it was a quartet of single-engine fighters, one behind the other, landing gear down and locked, making their final approach to the runway. The golf course happened to be right under their flight path. The golf course also just happens to be on a Caribbean island, and at a U.S. naval station.



Rico

The golfer, and the U.S. Navy, were not the first to discover this little piece of paradise.

Most people think Columbus was the first to set foot on the island, but Puerto Rico had actually been occupied for three millennia before him, starting with the Archales people. About 2,000 years ago, Arawak people, from the Amazon regions of South America, slowly spread up the Caribbean archipelago and established themselves there. The final wave of the Arawak, the Tainos, began around A.D. 1000, and these are the people Columbus found when he made his second voyage to the Americas in 1493.

In 1508, Juan Ponce de Leon and his Spanish conquistadors started the first island settlement of Caparra, but resettled 13 years later on a small peninsula on the northern side of the island that would later be called San Juan. The city still stands today. Toward the turn of the 19th century, both Puerto Rico and Spain's other remaining possession in the New World, Cuba, clamored for independence. Because of escalating tensions between Cuba and Spain, the U.S. dispatched the

battleship USS *Maine* (BB 2) to protect American lives and property on the island. The *Maine* exploded Feb. 15, 1898, while at anchor in Havana Harbor, killing more than 250 of the crew and starting the Spanish-American War. Under the provision of the Treaty of Paris, the United States annexed Puerto Rico.

The island ratified its constitution in 1952, becoming the Commonwealth of Puerto Rico.

First conceived in 1919, a full naval operations base was commissioned here in 1943. Known today as Naval Station Roosevelt Roads, or "Roosey Roads," it's on the eastern tip of Puerto Rico, with 8,000 acres of land on the main island and 25,000 acres on the neighboring island of Vieques (vee-YAY-cus), eight miles to the southeast. That much area gives Roosevelt Roads the distinction of being the largest naval station in the world in terms of landmass.

The base on the main island sports an 11,000-foot runway, long enough to handle large cargo aircraft like the Air Force's C-17 *Globemaster*.



There are no U.S. Navy ships homeported in Roosevelt Roads, but there's always something stopping by for a visit. Two aircraft squadrons deploy to the station (an E-2C *Hawkeye* and a P-3 squadron) and another is based there full-time. That makes for a lot of Sailors passing through.

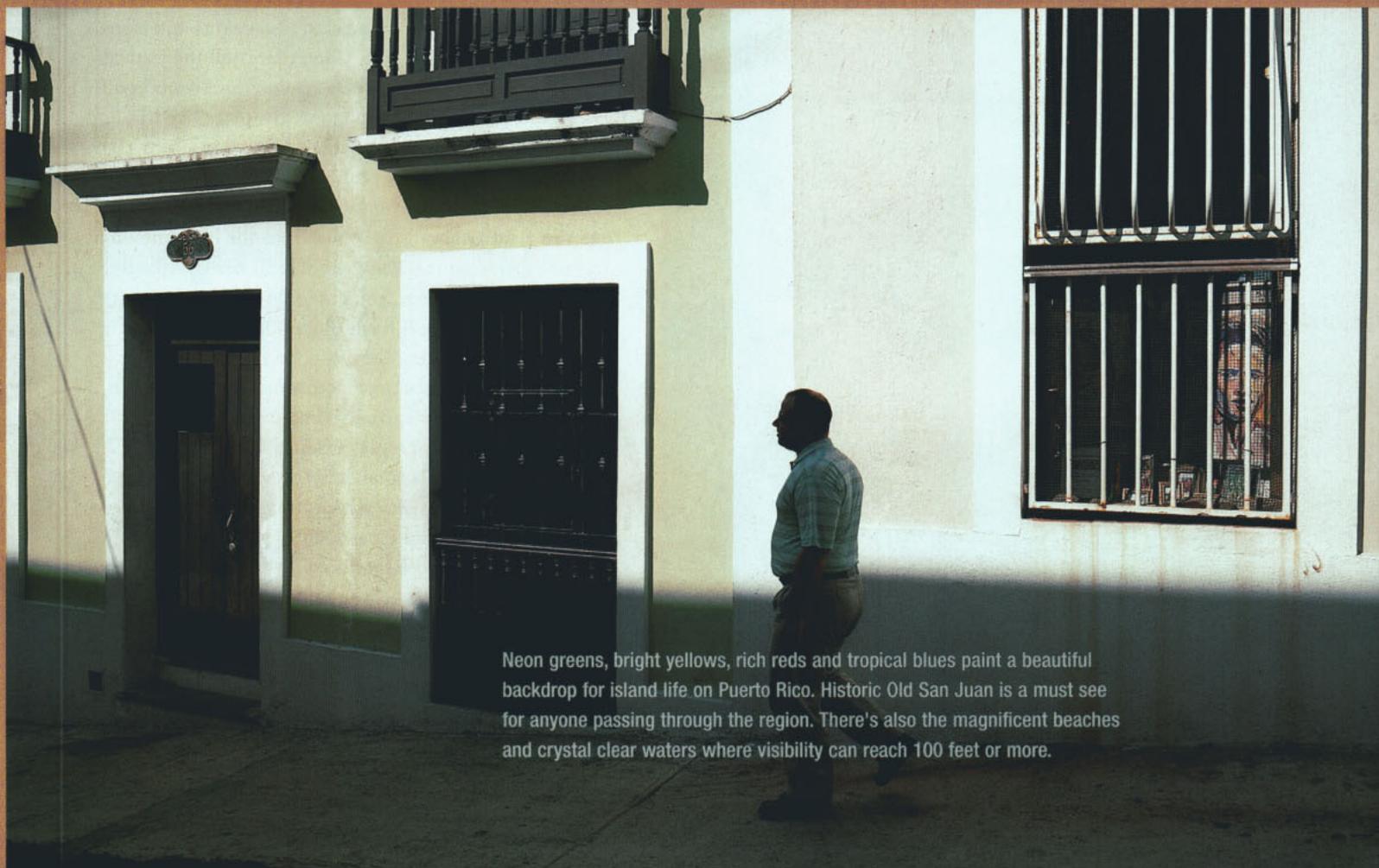
"The main mission here is to provide support to Atlantic Fleet ships and give them an operational training environment," said Bob Nelson, spokesperson for the naval station. "We also have an underwater submarine range between Puerto Rico and St. Croix, Virgin Islands. We have a weapons depot here, and we also provide fuel for ships and aircraft."

A portion of the nearby island of Vieques is used as a Seabee encampment. "They maintain the roads and habitats there," Nelson continued. "They deploy there on a six-month basis." Some of the beaches are used as sites for practicing amphibious landings, while other parts are used as target areas.

Although Sailors at Roosevelt Roads work hard, their liberty is some of the best in the world.

"We have recreational activities for Sailors on deployments," added Nelson. More than 20,000 people work on board or get support from Naval Station Roosevelt Roads. Of that, more than 2,400 are military members. Although some members live in the barracks, others choose to live off-base.

Yeoman 3rd Class Robert Claudio of the Naval Station's Administration Department lives in San Juan, the capital of Puerto Rico, and commutes almost an hour each way. "But it's worth it," he said. "I'm not far from Old San Juan."



Neon greens, bright yellows, rich reds and tropical blues paint a beautiful backdrop for island life on Puerto Rico. Historic Old San Juan is a must see for anyone passing through the region. There's also the magnificent beaches and crystal clear waters where visibility can reach 100 feet or more.



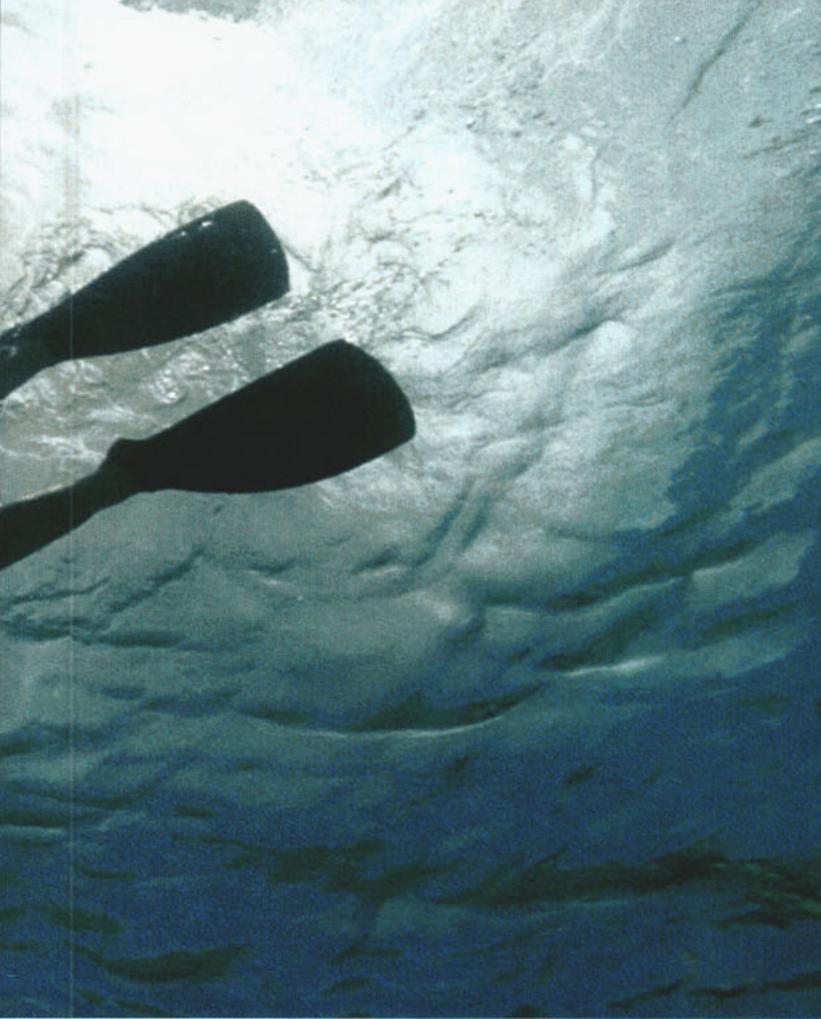
*“The water and life around
the place mystifies me
in an unnatural way ...
I cry when I think of
Puerto Rico’s beauty ...”*

Between all the outdoor concerts, restaurants and clubs out here, it’s pretty exciting. Then there’s all the festivals, the cruises, the tropical climate ... you can’t get bored!”

“People pay top dollar to come to a place like this and yet I’m being paid to live here,” said Aviation Electrician’s Mate 1st Class (AW) Joseph Bernwynkler of Fleet Reconnaissance Squadron (VC) 8. He lives in an apartment in a valley about five miles from the base known as Terrazas Demajagua. “They’ve got it all here. With all the beaches, the rainforests, you could do it all in one day. And you could make it from the mountains to the beaches in 30 minutes. They’ve got a real rich culture. And the people here are real accommodating. Between all the festivals, there’s always something going on.”

“Their Christmas holiday extends from December 1 to January 10 or 11,” explained Hospital Corpsman 1st Class Anita Madche, who served three years at the Roosevelt Roads Naval Hospital. Christmas time in Puerto Rico is a big celebration with friendly neighbors who want to share the joy of the holidays, regardless of who you are or where you’re from.

In fact, there’s so much to do through the station’s Morale, Welfare and Recreation Department (MWR) you



Wondrous Water

Looking to get your feet wet? Puerto Rico's pristine waters are the place to do it. Snorkeling and scuba diving are exceptional around the island, with water temperatures ranging from 77 to 84 degrees and underwater visibility averaging 60 to 75 feet, with 100 feet or better visibility in the open ocean.

"It's always fun to hear feedback from the Sailors who dive," said Jennifer Munoz, manager of Ocean Enterprises, the Navy Exchange's dive shop. "People have seen sea turtles, nurse sharks, manta rays, moray eels and lots of tropical fish. A real treat for the lobster lover is to find a Caribbean and Spotted Spiny Lobster. They're yummy!"

Munoz recommends these two hot spots for the Sailor making a port visit to Roosevelt Roads Naval Base:

All Hands Beach – barge wreck. If you snorkel to the island off of All Hands Beach, position yourself on the left side of the island between the two palm trees. Swim straight approximately 75 yards. On the return trip, be sure to save enough air to transit underwater. Visibility in the waters near the wreck can reach 40 feet. Enjoy!

Brookings Beach – officer's beach. Enter on the ocean side of the small breakwater, then head out around the point. Reef fish are plentiful, and manta rays have been spotted out in the sand flats. Keep your eyes open for nurse sharks, too!

Here's a real deal: Surface Operations at the base offers free boat trips running from Roosevelt Roads to Mosquito Pier at Vieques Island. Diving at Vieques is phenomenal nearly everyday, with the most frequented dive being at Green Beach. Call the Manifest Office for detailed information on boat schedules.

For more information on these and other great dives, call Jennifer Munoz or her staff at 787-865-4485. Go ahead – dive in!

Benson is a photojournalist assigned to All Hands.

won't have much down time. "We've got a full range of intramural sports ranging from darts to flag football," explained Chief Machinist's Mate Don Brown, leading chief for the Roosevelt Roads' MWR Department.

"We have bowling, two seasons of softball, basketball, swimming ... you name it," said Brown. "In fact we have an annual swim race that goes from Vieques to the main island. Southwest of the island is 'phosphorescent bay.' It's filled with little green organisms that glow at night. You can get a glass-bottom boat tour there. And when you go snorkeling after dark, it's like you're swimming in green light. They glow when you stir the water up with your hand or head."

When asked how clear the water was elsewhere, Brown said, "it's so clear you could be diving in 75 feet of water and look up and see an airplane flying overhead."

But you don't have to be walking on the bottom of the bay to enjoy yourself. Warm breezes, a sprinkling of four centuries of Spanish rule with a hint of Caribbean culture are waiting for you. Don't pass up Puerto Rico. Soak it up, drink it down. You, too, can experience the good life.

Gunder is a photojournalist assigned to All Hands.

The
Good

Life



Story and photos by JO1 Robert Benson

It can be argued that no one really needs a \$50,000 yacht, or beachfront property on a Caribbean island or a lifestyle that revolves around sunning, deep-sea fishing and scuba diving trips. But, Aviation Electronics Technician 2nd Class Ron Ward disagrees.



Although he has Global Positioning Gear, radios and other high-tech navigational equipment, Ward still relies on good ol' piloting as he cruises the waters around Puerto Rico.

"The boat is vital to my sanity," he says, in between sips of something tropical looking. Legs perched on the console of the yacht's bridge, he eases back in his massive chair. Butterflies hover, cool winds blow, reggae plays in the distance and the sun beats down, forming beads of sweat on his forehead. The only thing missing from this idyllic picture is an attentive butler with white gloves and a hankie to blot his face.

Did Ward mention his airplane? There's that, too: a Cessna 152 he takes for a jaunt every now and then.

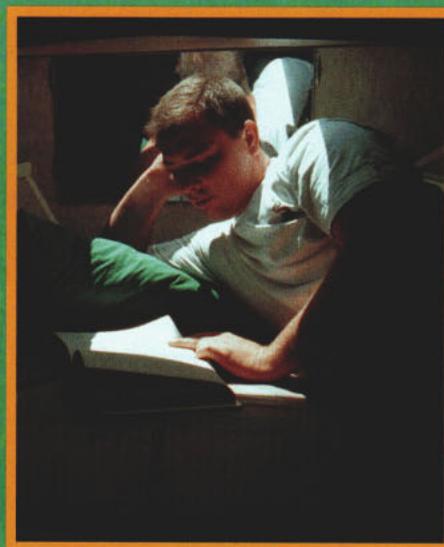
This 25 year-old Sailor isn't delusional, and he didn't win a lottery. But it could probably be said that he's living the good life, ever since he bought the 38-foot Chris Craft yacht.

Ward is the epitome of a Sailor. He lives aboard the vessel he calls *Alicia Marie*, and its location couldn't be better: the Roosevelt Roads Marina, in tropical Puerto Rico. He's surrounded by lush

green hills, turquoise waters and cool breezes – a lifestyle he's been enjoying since he moved on board last year.

"I was living in the barracks, now I'm living on this," said Ward, gesturing at the floating behemoth. Twenty years ago, he probably would have rejoiced more heartily screaming, "It's mine, mine, mine! All mine!" while doing cartwheels across the main deck. His unbridled love of boating began back then – at childhood.

As a young Boy Scout he promptly earned the sailing, fishing and canoeing merit badges. Some of his earlier memo-



No noisy neighbors, a great view, complete freedom and the ability to disappear on the weekends make Ward's live-aboard life enjoyable.

ries of seafaring were camping and canoeing trips in a birch and mahogany canoe built by his dad. "I grew up on the water and have been around boats all my life," he said. "It was one of my Dad's dreams to own a boat like this and live aboard. I guess I'm living out his dream."

A dream indeed. Ward now has earned the ultimate merit badge – *Alicia Marie*. Step onboard and you'll see Ward's pride for yourself. Photos – hundreds of them – plastered neatly to the walls – images that testify to his love of boating and family. On the bathroom door he has his plane pictures, which he shot at air shows across the nation. On another wall he has photos of his family, on another, pictures of his friends.

There's a special photo among the collage. You probably wouldn't notice it unless you were really looking close. But there it is. Shot on the fly. A picture of his dad sitting on the back of a boat, taken in Georgia on Lake Lanier. "It's probably the best photo I have of him," says Ward. "It's a special photo for me."

There's a picture of his sister, too, being studied this in-port morning by Ward's mother, Christina, who was visiting with her daughter for a week.

"He's wanted a boat since he got to Puerto Rico," said Christina, beaming. "He started hanging around the marinas looking for one and finally did. He talks about the boat a lot – all the time. He's really proud of it."

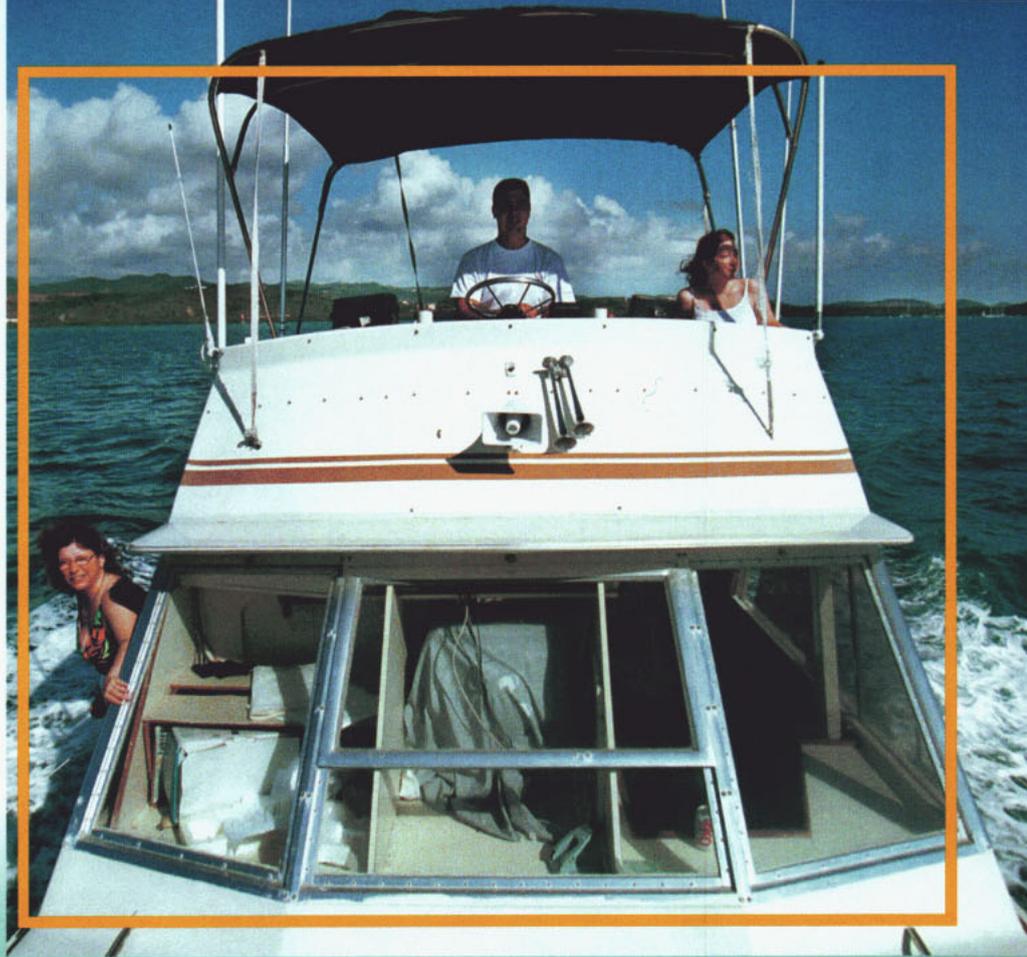
But it's more than pride. Onboard *Alicia Marie*, Ward has all the comforts of home: a kitchen, refrigerator, cellular phone, stereo system, TV, large bed, wall to wall carpet... He takes it all with him on the weekends, when he "sets sail" for nearby islands like St. Thomas, St. Johns,

St. Croix or Culebra. “A lot of times my buddies and I will get together and go out to Vieques Island for the weekend.

“We’ll leave on a Saturday, spend the day out there, stay overnight, and return on Sunday. We fish, scuba dive and swim; It’s really fun.” Ward says they all chip in on gas, which is the biggest expense in keeping the 30 year-old vintage boat running. (She only gets about two miles per gallon).

Ward cites numerous benefits as a live-aboard. “You don’t have to pay \$550,000 for a house in the area with an ocean view. I have the ability to completely disappear on the weekends. I can go cruising when I want to. The neighbors around me are cool – a really tight community who look out for each other. I get rocked to sleep every night and I have complete freedom. Not only that, but living aboard a boat is a good conversation starter.

“When I tell people I live onboard a boat, they always do a double-take. Now I can’t go anywhere without people asking how my boat is. Over at PSD they didn’t know how to handle my BAQ pay when I first moved aboard. There was nothing in



their paperwork about how to pay a person in my situation; there was no box to check.” Ward receives all the money a single Sailor living in an apartment or home would receive. The money goes toward slip fees (\$200 per month) boat payments and maintenance.

Ward’s mother, Christina, and sister Nichole (on bridge) enjoy a cool headwind as they leave the island of Puerto Rico for a day cruise in the tropical waters.

There was another benefit Ward cited as a live-aboard: a great view. “I have the ability to wake up and change my view.” For the ultimate scenes, he leaves it up to nature. “I sometimes sail over to Vieques Island before nightfall to get away from the city lights. The stars out there are amazing – millions of them.”

Gazing upward, with the starry sky as his roof, Ward may realize he’s looking at a million other twinkling reasons that make living aboard a yacht dreamlike.

A dream he’s living, called the good life.

Benson is a photojournalist assigned to All Hands

Ward’s 38-foot yacht is one of many in the Roosevelt Roads Marina. For \$200 per month he gets a private slip, membership at the yacht club, storage space and more.





ARIZONA MEMORIAL

The

TELLER of TALES

Story and photos by JO1 Robert Benson

Boatswain's Mate 1st Class Sheldon Ezell has learned about loss. He sees it everyday in the eyes of those he brings to the *Arizona* Memorial. Some are veterans, most aren't. Most are simply Americans who are saddened, and maybe still a bit outraged, by the events of Dec. 7, 1941.

Ezell knows every horrible detail of that fateful morning. He has read the books. He has studied the facts. But it is what he has learned from the myriad of actual survivors he has met during his tour that gives shape to his tone and power to his words – words with which he tries to capture the tremendous grief and unconscionable horror of that Sunday morning, 58 years ago. When he speaks it is usually to small groups of no more than five. But his words always bring tears, as well as stunned silence, shock and disbelief.

He begins to talk, an eerie quiet falls throughout the group.

“As the torpedo planes made their

initial runs on battleship row, USS *Oklahoma* [BB 37] received much of their attention. The ship was hit with nine torpedoes in the first 10 minutes of the attack and quickly capsized.”

Ezell speaks solemnly as he pilots his 70-foot tour boat over what remains of USS *Arizona* (BB 39).

“At 8:06 a.m., USS *Arizona* took her death blow. A single 1,760 pound bomb hurtled through the air striking near Turret No. 2, penetrating deep into the battleship's interior. With a tremendous blast *Arizona* blew up, killing most onboard. The blast blew men off the decks of neighboring ships, threw tons of debris into the air and sent the 1,177 men on *Arizona* to their grave.”

Ezell drives the boat to the doorstep of the USS *Arizona* Memorial and those on board take a moment to visit the shrine room, where the names of those killed aboard are inscribed in stone.

*When they depart
my boat you can
see the appreciation
in their faces as
they stop to shake
my hand and say
thank you.*



With uncanny precision, honed with years of practice, BM1 Sheldon Ezell pulls the 70-foot, 230 horsepower tour boat alongside the USS *Arizona* Memorial.

Ezell raises the flag above the USS *Arizona* Memorial on a bright Hawaiian morning.

Thousands of Americans know Ezell, though they may not know his name. "He's the guy who drove us out to the *Arizona* Memorial," some recall. "He's the one who told us the story," say others.

Ezell is the conduit for the nation's most visited National Park memorial. For Ezell, working in and around the historic waters makes for a job he calls enviable. "As the veterans tour the memorial, you can feel their grief," he said. "When they depart my boat you can see the appreciation in their faces as they stop to shake my hand and say thank you."

The Gulfport, Miss., native has been at the *Arizona* Memorial Detachment for nearly two years. And although his goal is to make chief and eventually receive a commission as a warrant officer, Ezell continues to do his part to ensure those brave Sailors of Pearl Harbor will never be forgotten.

Benson is a photojournalist for All Hands.



More than just another face in the crowd; this one you may recognize. Ezell, the LPO of the *USS Arizona* Memorial Detachment, stands ready to assist as visitors board a boat he will soon pilot to the memorial.



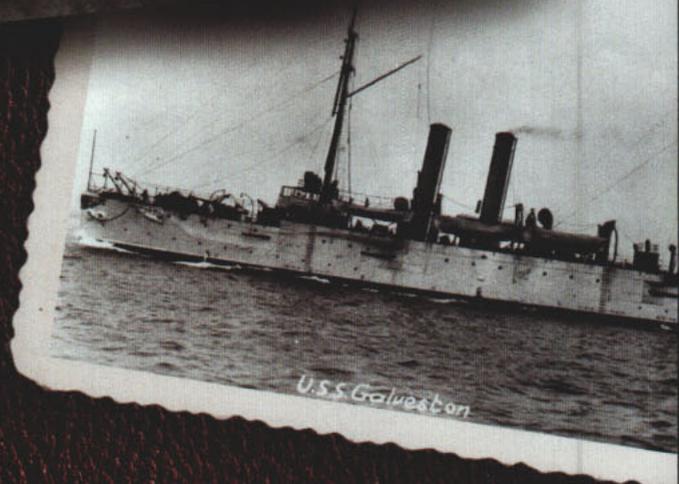
Every year 1.5 million visitors make their way to the *USS Arizona* Memorial, making it the most visited attraction in Hawaii.

The Size of



The officers and crew of U-152 pose for a group photo with their American prisoners as the sub enters Kiel, Germany, Nov. 15, 1918. Lieutenant (Junior Grade) Junius Fulcher is pictured seventh from the left (wearing a white Navy officer's cap); Lieutenant Frank Muller is to his right, wearing a civilian cap.

USS *Galveston* (C 17) was the escort vessel for *Ticonderoga's* convoy in late September 1918. Without the ability to communicate with *Ticonderoga* and being responsible for ensuring the safety of the entire convoy, there was probably little the *Galveston* could do to prevent the tragedy.



the Fight

By LCDR John Kirby

On the morning of Sept. 30, 1918, in the waning days of World War I, a small Navy cargo ship clashed with a German U-boat in the middle of the North Atlantic. The slugfest lasted for two hours, with both ships firing at times from point blank range. It wasn't a grand sea battle by any stretch, but the Herculean efforts of the American crew to defend their ship remain one of our Navy's most enduring episodes of bravery under fire.



It probably began like a thousand watches before. Ensign Gustav Ringelman slowly climbed the ladder to the bridge, let his eyes adjust to the pre-dawn darkness outside and then reported to the OOD for his passdown.

Loaded with railroad ties and soldiers, Ringelman's ship, United States Transport Ship (USTS) *Ticonderoga*, was sailing east in a convoy of 23 vessels bound for France. But *Ticonderoga* was a good 5.5 miles astern of the formation, barely making the base speed of 9.5 knots. Engine trouble, probably caused by bad coal, had plagued the little Transport Service ship since her departure from the United States, and now it was placing her in harm's way.

This was prime hunting ground for German U-boats. And Ringelman's watch was about to become anything but ordinary.

All was quiet until about 5:45 a.m., when Ringelman spotted what appeared to be a submarine on the surface a few degrees off the port bow. It was U-152, a German attack boat, and she was lying athwart the *Ticonderoga's* course – just waiting. Ringelman called the Commanding Officer, Lieutenant Commander James J. Madison, sounded general quarters and ordered the forward gun crew to open fire.

A protective cover had been placed over the gun, and while the crew worked frantically to remove it, Madison took the conn and attempted to ram the U-boat. "Immediately [Madison] put his helm hard to starboard," recalled Ringelman, "and came within 25 feet of ramming the submarine."

The U-boat skipper, Kapitanleutnant Franz, having seen the transport bearing down, sped up and threw his helm to port. Then he shifted his rudder again and crossed *Ticonderoga's* bow, avoiding yet a second attempt by Madison to ram the boat.

All the while, the German gun crew poured fire into the little ship. "Before we could get a shot off," said Ringelman, "the submarine fired an incendiary shell, which struck our bridge, killing the helmsman, crippling the steering gear and setting the amidships section ablaze." A second salvo rocked the bridge again, throwing Madison to the deck below, and



Built in 1914 as the German ship *Camilla Rickmers*, USTS *Ticonderoga* was seized in 1917 and commissioned as a U.S. vessel, Jan. 5, 1918. This photograph shows her pierside in Boston in November 1917.

then a third wiped out the forward gun and its crew. In a matter of seconds, more than a dozen Sailors lay dead.

Madison himself suffered shrapnel wounds to the face and shoulders, and he'd broken his left knee in the fall. Though in great pain, he made his way back to his chair so he could continue to conn the ship. What he didn't yet know was that the radio had been totally demolished, making it impossible for *Ticonderoga* to call for help. Slowly and silently the convoy sailed on, blissfully unaware of her plight.

Relieved of his duties on the bridge, Ringelman dashed aft to take up his battle station on the 6-inch gun. When he got there he found only two others, a chief boatswain's mate and a gunner's mate, left to man it. They tried to shoot right away, but deck obstructions prevented the gun from being trained far enough forward to hit the U-boat, now off the starboard bow. Just as Madison turned sufficiently to bring the gun to bear, U-152 submerged.

Ten minutes later Franz surfaced and resumed the dreadful shelling. Ringelman returned the fire shot for shot, blasting away as fast as the gun could be loaded, but the enemy's marksmanship was just too good. Before long, the 6-inch gun was also snuffed out. "We manned that gun until a shell struck us underneath and put [it] out of commission, as well as ourselves, disabling us," said Ringelman.

At about 6:15 a.m., U-152 unexpectedly dove

again. Some Sailors began to cheer, thinking they had scored a hit. But others were more pragmatic. They knew that *Ticonderoga* now lay virtually defenseless. No steering gear, no guns – not even a radio to call for help. And there were literally dozens of wounded men to care for. If that U-boat came back, there would surely be hell to pay.

It came back. Weary of the gunfight, Franz positioned his U-boat a thousand yards off *Ticonderoga's* starboard beam and let loose a single torpedo. It struck her just aft of the engine room bulkhead, lifting her hull clear out of the water. Ensign Clifford Sanghove, the third assistant engineer, had been below decks fighting fires. The blast pinned him between the bulkhead and some wreckage. For a moment, he thought he was dead. Crushed about the hips and chest and struggling for every breath, he somehow wrestled free and climbed out of the compartment. He was the last man to leave the engine room alive.

Up on deck, a ghastly sight awaited him. Dead and dying men lay all about, awash in seawater and blood. The shrapnel had been wickedly effective. "Most everybody on board our ship was either killed or wounded to such an extent that they were practically helpless from shrapnel," recalled Ringelman. Those still conscious groaned in agony, while those still able tried to comfort them. Of the 240 men aboard, less than 50 now remained alive.

The ship began to settle fast. Madison ordered her abandoned, but the lifeboats were of little use. Most of them had been shot full of holes. Others swung violently from their falls, smashing into the side of the ship with each roll. Sailors and soldiers alike scrambled furiously to lower and man the few remaining seaworthy boats. It was a futile effort. As Ringelman told it, "We had also several boats which were swamped immediately, due to the falls carrying away – the submarine had shot them away before – and holes in the boats, and there was not another boat that got away that I could see. Every boat that attempted to get away was either swamped or something happened to it."

One lifeboat remained in good repair. Running on pure adrenaline, Ringelman raced forward and found Madison lying unconscious and bleeding. He picked him up, carried him amidships and put him aboard. Manned mostly by soldiers – about 15 of

them – the boat was lowered into the water and cast off. It was the only one to get away clean.

Lieutenant Frank Muller, the executive officer, was now in charge of *Ticonderoga* and concerned himself only with saving lives. He ordered Chief Quartermaster Tappley to tie a white blanket on the ship's aftermast, signaling surrender. Lieutenant (Junior Grade) Junius Fulcher, the first assistant engineer, likewise made his way to a porthole and waved a white pillowcase. But Franz would have none of it. Defiantly, he surfaced again and opened fire on the ship, killing another half dozen Americans in as many seconds.

With *Ticonderoga* sinking rapidly now, Tappley's survival instinct just took over. "Thinking about jumping in, he picked up a piece of plank near where the executive officer and five other men were standing, but for some reason I thought the better of it."

He glanced around, saw a raft on top of the boat deck, and dashed for it. "I made my way up to that, and there found 12 men, three of whom were very badly wounded, lying on top of this small [shed] alongside the raft. I asked them why they were there, and damn soon found out, for just then a shell struck about two feet under me, going directly through the [shed]."

Tappley, Sanghove and Ringelman quickly loaded the three wounded men onto the raft and pushed it into the water, some 20 feet below. The fall was too great, though, and the raft capsized. As the men scrambled to get back on, the remaining 12 survivors jumped in after. And not a moment too soon.

"A few minutes after getting on the raft," noted Tarpley, "the vessel went down, stern first, sinking completely in about 10 seconds. We then drifted off on the raft."

Ticonderoga was gone, but the battle was far from over. Franz was furious, believing that the Americans had kept shooting after the white flag went up. He ordered his gun crew to fire on the lifeboat, a despicable act even by the standards of the day. Failing to score a hit, he pulled U-152 alongside and badgered the survivors at gunpoint, demanding to know who and where the commanding officer and gunnery officer were. He also wanted information on what the ship was

carrying and where she was headed. But he got nothing.

The frightened survivors lied, as they hid Madison in the belly of the boat – covering him with their own bodies. The captain is dead, they said, and so was the gunnery officer. They said nothing of the ship's destination.

The Germans were not so easily convinced and took two Sailors aboard for interrogation. Then they lashed the lifeboat to the stern and took off with it in tow. Tappley watched in morbid fascination from the raft as the little lifeboat struggled to stay afloat in the wake of the speeding U-boat. Luckily, the line parted from the severe strain before the lifeboat could be swamped.

U-152 remained in the vicinity, her crew picking up floating crates of potatoes and other provisions. While scavenging, they came across Muller clinging to some wreckage and took him aboard as well. Having had no luck in prying information out of the lifeboat survivors, they then made for the raft.

"They asked for the captain, chief engineer, and gunner, all the time covering us with revolvers," recalled Tappley. "We told them the chief engineer was dead, but that the first assistant engineer [Fulcher] was on the raft, so they took him aboard the submarine, putting the two seamen back on board our raft."

One of those seamen was Chief Machinist's Mate Rudolph Aliche, a man of German descent. He begged to remain aboard the U-boat, but Franz flatly refused. "Get back on the raft," he demanded. "What do you mean fighting us, against your own country? Only God can save you now."

As a final insult, Franz ignored the desperate pleas for medical assistance, and promptly departed.

But these were men who, like their captain, simply refused to quit. First among their priorities was to lash together the raft and the lifeboat, for there were no provisions on the former and



A recently-promoted Commander James J. Madison is shown wearing his Medal of Honor. His citation reads in part: "Lieutenant Commander Madison was severely wounded early in the fight, but caused himself to be placed in a chair on the bridge and continued to direct the fire and to maneuver the ship."

no Sailors on the latter to help navigate. By 2 p.m. the wind and waves had brought the raft close enough so that five men, Edward J. Willoughby, Tappley, Ringelman, Sanghove and a carpenter named Turner, could swim from it to the lifeboat. Once aboard, they tried to fasten a line to the raft, but a gale began to blow and made the task impossible.

The same fickle weather that had joined them was now tearing them apart. "We tried for four hours to get back to the raft to give her a line," remembered Tappley, "but the wind prevented us from doing so." With each passing hour the raft drifted farther and farther away, the cries of the

UNITED STATES



This chart shows the high level of activity of U-boats off the coast of the United States, in World War I. While losing only 187 of their number, German U-boats sent over 12 million tons of Allied merchant shipping to the bottom throughout the war. They also sank 10 battleships, 18 cruisers, 20 destroyers and nine submarines.

wounded becoming more and more faint. There was nothing anyone could do.

No one knows exactly how many men were left on that raft – probably between 10 and 12. Virtually all were injured, some gravely. Without food or water, they didn't stand much of a chance. They were never heard from again.

The lifeboat drifted under sail for four days before being picked up by the British freighter S.S. *Moorish Prince*, bound for New York. The men had survived on a scant ration of one apricot and two spoonfuls of juice per day. Only Madison, who was feverish and delirious at times, was given water.

Aboard U-152 Muller and Fulcher remained isolated. Neither knew of the other's presence for four days. Fulcher was kept in the forecabin with the warrant officers and Muller, whom Franz believed had been in command of *Ticonderoga*, was quartered with the officers. After a brief period of fruitless interrogation, they were allowed to roam free aboard the sub and were generally treated well. They were finally set free at the German naval base in Kiel after the armistice was signed Nov. 11, 1918.

Madison and the 21 remaining survivors arrived in New York City a few days after their rescue. For his bravery and determination in the face of incredible odds, Madison earned the Medal of Honor.

There were many heroes that day. Some we know about; some we never will. The battle they fought on the lonely Atlantic more than 80 years ago wasn't large or grand or even historically significant. But in terms of courage and selflessness – in terms of loyalty – it was truly epic. And they proved the old adage: it really isn't the size of the dog in the fight, it's the size of the fight in the dog.

Author's Note: USS Galveston's (C 17) official history notes that she attempted to come to Ticonderoga's rescue, and in so doing, forced the U-boat under. She wouldn't have been able to linger, because doing so would have left the rest of the convoy unprotected.

LCDR Kirby is the Still Media Department Head at the Naval Media Center, Washington, DC.

INDEPENDENCE DAY

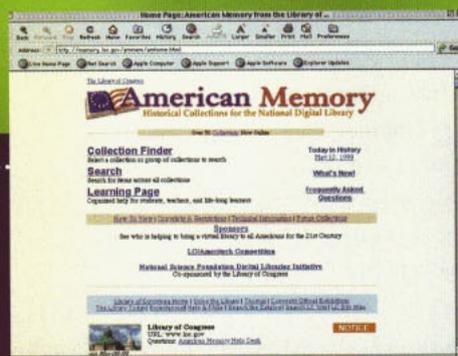
As Americans, as well as Sailors, we can all look back with some pride on all that our nation has accomplished since we declared independence from England 223 years ago. Of course, since this is the CyberSailor speaking at ya, I'm going to find some way to tie our independence and this month's Fourth of July celebrations to the Web. Just check this out...

I don't need to tell you that 223 years is a long time... long enough for a lot of us to forget what the

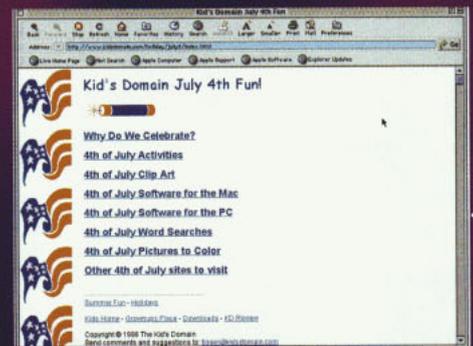
nation had to go through to become who and what we are today. I found an extraordinary site on the Net that let's us look back to the way we were: The Library of Congress has a number of online exhibits that provide an amazing look back. One, called "American Memory: Historical Collections for the National Digital Library," (<http://memory.loc.gov/ammem/ambhome.html>) has links to remarkable images, documents and recordings, including one section called "America's first look into the camera"

(<http://memory.loc.gov/ammem/daghtml/daghome.html>). Featured are high-quality images of the earliest Daguerreotype portraits of Americans, many by portrait artist Matthew Brady, whose work has become a large part of our collective national memory. Also featured are links to holographic reproductions of the Declaration of Independence, Civil War photos, early baseball cards, and just about anything else you can think of that defines who we are, and where we came from.

Another interesting site takes the name "ushistory.org," and can be found at www.libertynet.org/iha/index.html. The site says it's... "created and hosted by the Independence Hall Association in Philadelphia... to bring American history to life for visitors worldwide on the Internet." The site is centered mainly around Philadelphia and Pennsylvania landmarks and the historic events associated with them. Links offered include the Liberty Bell, and virtual tours of historic Philadelphia, and Valley Forge.



www.memory.loc.gov



www.kidsdomain.com

The history of the United States is tied directly to the discovery of the “New World.” The page covers that as well, in a “Documents of Freedom” section. There, you’ll find the text of Columbus’ letter announcing his discovery of the Americas, as well as the Mayflower Compact, the U.S. Constitution, the Bill of Rights and the Gettysburg Address.

I love all the early U.S. stuff available on the Net. But America didn’t stop making history in the 1800s. One of the best indicators of that is the fact that of all the

museums in the Smithsonian complex on the Washington, D.C., Mall, the most popular is the National Air and Space Museum. The museum’s homepage on the Web is also a popular destination. You’ll find it at www.nasm.edu. The site includes images of displays at the museum, including such singularly American items as a lunar module, John Glenn’s spacesuit and the infamous Apollo 13. This is a large site with lots of exhibits to “wander through.”

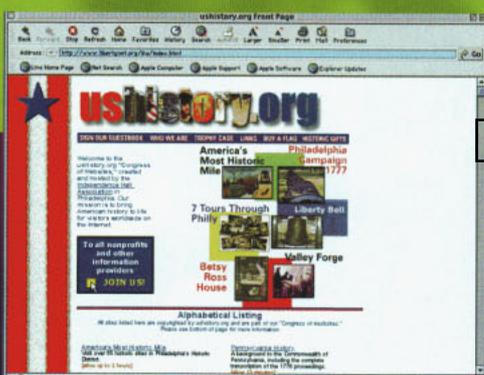
Another site I came across should be a hit with the kids.

“Kidsdomain.com” has a great set of pages dedicated to the Fourth and all the hoopla surrounding the celebrations (<http://www.kidsdomain.com/holiday/july4/index.html>). At the top of the page is a link called “Why Do We Celebrate?” Other links take you to games based on the holiday, as well as Fourth of July related clip art, activities, recipes, and software for both the Mac and PC. One nice thing about the pages: Even though it’s a “dot com” site, I never came across an ad trying to sell me, or my kids,

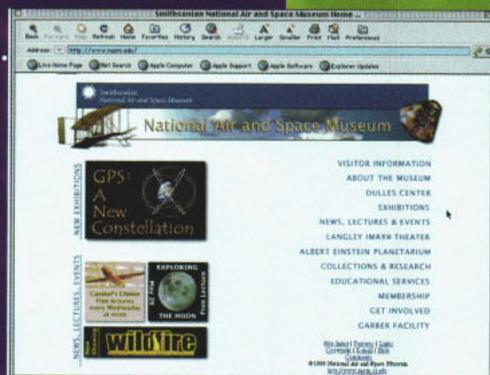
anything.

I’m just scratching the surface of Fourth of July-related sites here. When I think of the Fourth of July, looking to the Net for info is not my first inclination. But think about it: The Internet and its creation is just another chapter in the growing book of U.S. history and American achievement, and another reminder of why we celebrate every July. Happy Fourth of July, and happy surfing!

Cyber Sailor



www.ushistory.org



www.nasm.edu

Eye on the Fleet

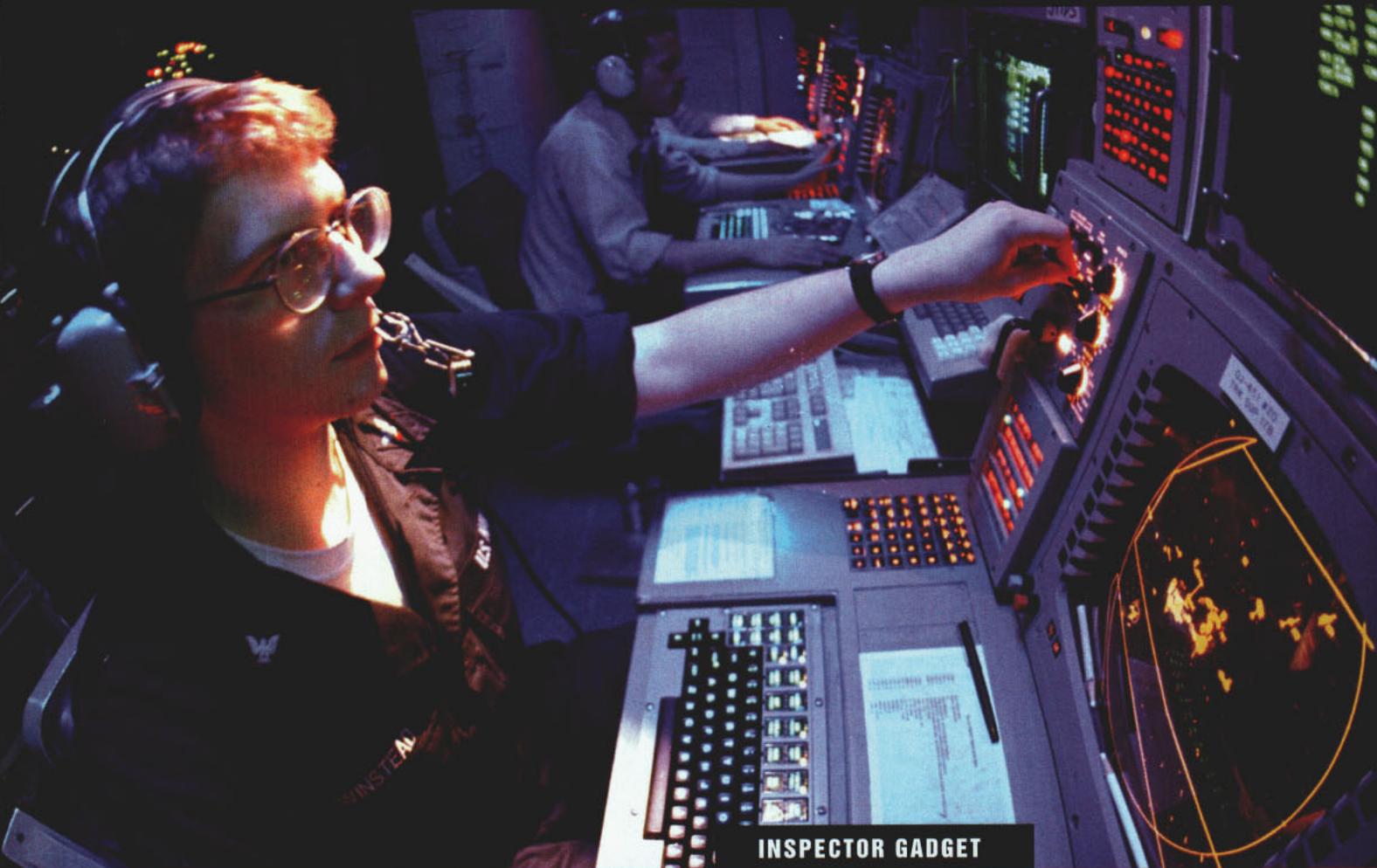
EYE ON THE FLEET

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INSPECTOR GADGET

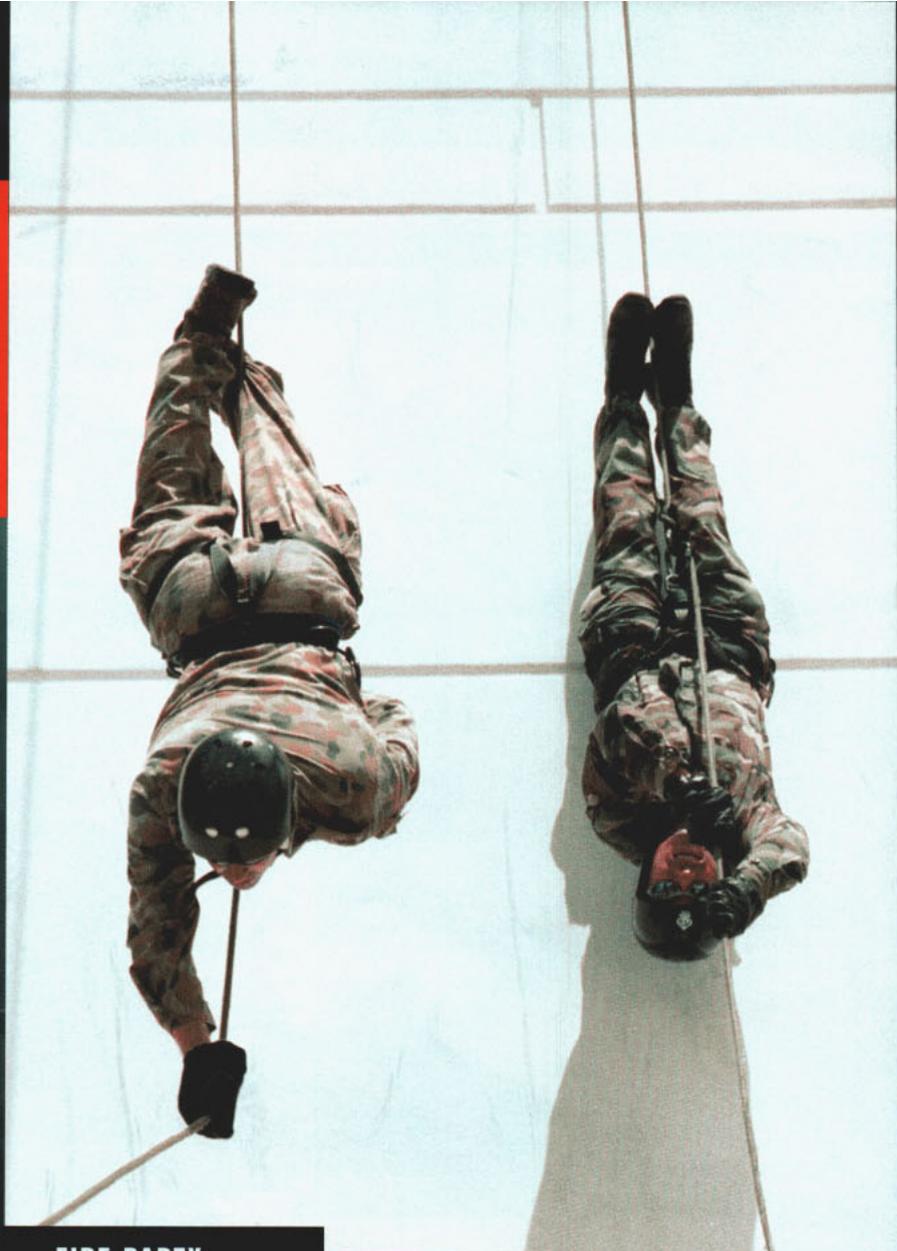
Combat Direction Center Track Supervisor OS3 Michael Winstead from Walshville, Ill., monitors air activity around USS *Kitty Hawk* (CV 63) during operations near Guam.

Photo by PH3 Chris D. Howell

HANGING BY A THREAD

Leading Seaman "Rocket" Stevens of Australian Clearance Diving Team 1 (left) and GM2 Trevor Fortner of Explosive Ordnance Disposal Mobile Unit 5 do an inverted rappel off the rappelling tower at the EOD compound in Santa Rita, Guam. Both were participating in *Tri-Crab '99*, the annual trilateral training exercise with Australia, the Republic of Singapore and U.S. EOD technicians.

Photo By PHAA Crystal M. Brooks



FIRE PARTY

Crew members onboard USS *Ross* (DDG 71) simulate fighting fire during a recent drill. *Ross* is in the Adriatic Sea in support of Operation *Allied Force*.

Photo by PH3 Renso Amariz

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Eye on the Fleet



BLACK OUT

Electronic Counter Measures Officer LTJG Rob Oberlander is pictured in an EA-6B *Prowler* as it flies in formation with other planes from Tactical Electronic Warfare Squadron (VAQ) 139.

Photo by LTJG Rob Oberlander



ANTHRAX INSURANCE

HM3 Paul Miller inoculates one of nearly 5,000 Sailors on board USS *Kitty Hawk* (CV 63) with the Anthrax vaccine. All of *Kitty Hawk's* crew must be inoculated before heading into the Arabian Gulf in support of Operation *Southern Watch*.

Photo by PH1 Spike Call



GOING, GOING, GONE

Point-detonating 5-inch, 54-caliber rounds fired by USS *David R. Ray* (DD 971) explode at the waterline of the freighter *New Carissa*. The punctures were needed to facilitate flooding and ventilate trapped air to expedite the sinking of the ship.

Photo by JOC Lance Johnson



ON THE ROCKS

USS *Hawkbill* (SSN 666) surfaces through the ice during *Submarine Arctic Science Expedition 1999 (SCICEX '99)*, the fourth of five joint U.S. Navy and civilian science community expeditions.

Photo by J01 Rodney Furry

The Final Word

Damn the Torpedoes

By JO1 Robert A. Benson

He's fired at mock enemy ships a hundred times in practice, but FTC(SS) Gregory T. Fisher never thought he would be called upon to sink a real ship with a deadly torpedo.

He did that for the first time this year, and he didn't miss. With one turn of a torpedo launch switch deep in the bowels of USS *Bremerton* (SSN 698), Fisher ended the life of a menace that plagued the Coast Guard, EOD technicians, a Navy destroyer, fish and wildlife, an oil company, state officials, an entire community and even the nation.

Fisher sank the mighty ship *New Carissa*. All hail, the new warrior king.

The *Mark* (MK) 48 torpedo he launched, silently rocketed from the submerged *Bremerton* toward the target, sensed when it was directly under the ship and instantly exploded, sending the hulk to a watery grave. In the torpedo room, high fives spread all the way around. "We were all very excited," said Fisher. "The whole crew was rallying around the event. You can go through a whole career and never fire a war shot at a ship. I've been in for 13 years, and this was my first."

You may remember the story of *New Carissa*, the ship that wouldn't go away. Last February, stormy seas ran the oil-laden freighter aground on the Oregon coast, where it started leaking some of the 400,000 gallons of oil it carried.

Officials feared a spill of *Exxon Valdez*-like proportions if the ship broke apart in the surf, so Navy EOD technicians were called in to use plastic explosives and napalm to set the ship ablaze. But the fire succeeded in burning away only about half the oil on board, and the ship split in two. Next, authorities went forward with a plan to tow the massive bow section of the 640-foot vessel 200 miles out to sea and sink it in thousands of feet of water.

A powerful tugboat using a 3-inch thick, 1,000-yard towrope heaved on the stuck bow section. It creaked and moaned; it budged and crept.

Soon *New Carissa* broke free and began trailing the tug toward open ocean.

Officials lit celebratory cigars. Reporters snapped photos. Strangers hugged. Champagne flowed. Everyone waved good-bye to their problem.

Then a mighty 30-foot wave snapped the towline, and the bow section again beached further up the coast.

Another effort was made to tow the bow section to open water. This time, a team of four tugs oversaw the operation, and soon it was 300 miles off the Oregon coast, the intended spot for its final execution.

The ship went out with a boom, quite literally. News media helicopters circled overhead, the mighty destroyer USS *David R. Ray* (DD 971) loomed nearby, and Fisher, in *Bremerton*, remained unseen, unheard and under the water.

Navy EOD technicians again rigged the floating menace with explosives. With a mighty boom they exploded. But the floating section (with oil inside) remained unscathed. She didn't sink.

David R. Ray opened up a barrage of 70 rounds from her 5-inch guns. Still, *New Carissa* refused to go down. "[She] had nine lives and was not willing to cooperate with us," said CDR Cliff Perkins, the destroyer's commanding officer.

You can almost imagine his next order, perhaps scripted like World War II movie: With a nervous, shaky hand he wipes his sweaty brow, "All efforts have failed. Bring in *Bremerton*," he says.

Camera angle goes wide as the *Carissa* explodes in a huge fireball. *Bremerton* sails into the sunset. Credits roll.

Did you know?

When the vote was taken for the passing of the Declaration of Independence, nine of the 13 colonies voted in favor of the Declaration and two (Pennsylvania and South Carolina) voted no. Delaware was undecided and New York abstained.

The first newspaper to print the Declaration of Independence was the *Pennsylvania Evening Post*, July 6, 1776.

The "Liberty Bell" was originally called the "Province Bell."

In the early days of sailing, the cook was nicknamed "doctor" because at that time the cook was the only dispenser of medicine a ship carried.

Betsy Ross was the first American woman to make flags for the Continental Navy. Under order from Gen. Washington, she sewed the first ensign, flown from the frigate *Alfred*.

The oldest building in downtown Boston is the home of silversmith Paul Revere. Revere's house is one of the few remaining buildings from the American Colonial era. On the night of April 18, 1775, Revere left his small wooden home in Boston's North End on the journey that would make him a patriot and a legend.

Benjamin Franklin helped write the Declaration of Independence, the Treaty of Paris and the Constitution of the United States and was the only person to sign all three.

This morning I loaded
24 Sidewinders, 12
Mavericks, 30
Paveway laser-guided
bombs and 16 HARM
missiles onto a dozen
F/A-18 Hornets and
watched as they
shot off the deck
of USS Theodore
Roosevelt for combat
sorties over
Yugoslavia.

Then I had breakfast...

WHAT DID YOU DO TODAY?

Navy ... Join the Adventure



AT HANDS

MAGAZINE OF

